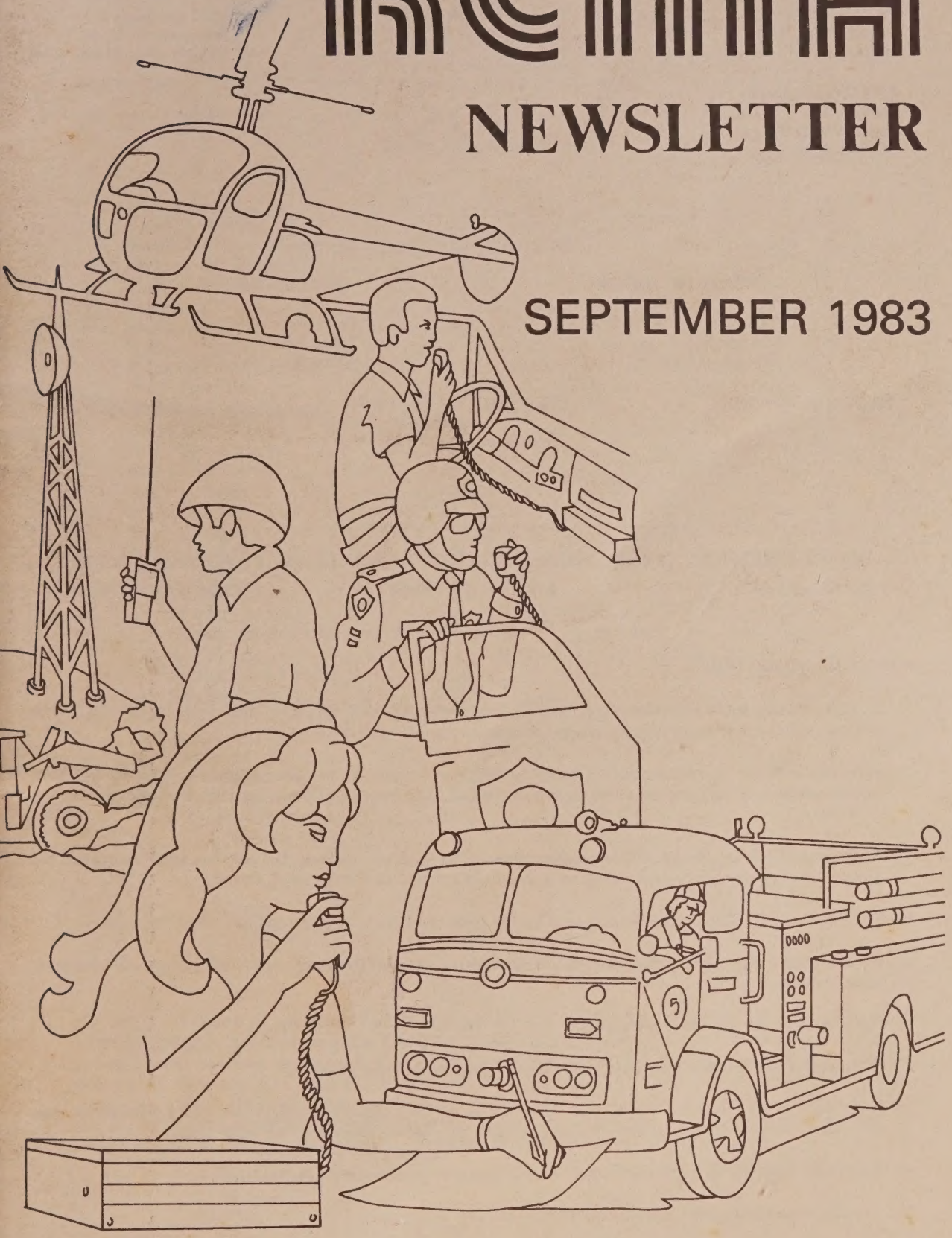
RCMA

NEWSLETTER

SEPTEMBER 1983



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OF MONITOR RADIO LISTENERS

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FOR YOUR INFORMATION:

1. All club business, unless otherwise noted, must be addressed to R.C.M.A., P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, newsletter delivery problems, etc.

2. Input to the RCMA Newsletter must be mailed to the proper editors, whose addresses are included in the individual column headlines. If no particular column seems appropriate, send input to RCMA, 1 West Potomac, Williamsport, MD 21795.

3. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address on it; mail to RCMA, P.O. Box 408, Earp, CA 92242.

4. Please include your RCMA membership number with all correspondence to newsletter editors or club headquarters.

5. If you require a reply when writing to RCMA headquarters or to one of the editors, you MUST enclose a self-addressed, stamped envelope.

6. Please write on only one side of the paper.

7. Please don't combine in one letter several items that should go to different addresses.

8. If you want to type what you submit to the newsletter, please don't exceed a seven-inch column width and please single space. Doing this may save an editor from having to retype the material. Please don't use script type.

9. Your RCMA membership number and expiration date appear on your newsletter mailing label.

10. You may join or renew your membership for ONLY one year at a time.

RCMA NEWSLETTER
Issue 90 September 1983
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RCMA, P.O. Box 4563, Anaheim, CA 92803

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The RCMA Newsletter is published monthly by members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $16.50 for U.S. residents. For persons in other countries, the following rates apply: Canada and Mexico—$18.50; Europe—$20.00, South Pacific and Asia—$21.50. These dues are payable in U.S. funds and are subject to change. Information contained herein is obtained primarily from members and does not necessarily present the position or reflect the opinion of RCMA as a whole. The RCMA does not necessarily recommend or endorse products or services advertised herein. The publication is copyrighted © Reproduction of any material in this newsletter is prohibited without prior written consent.

** Calendar **

Send notices of upcoming events for the Calendar section to:
John Clark, RCMA, P.O. Box 4653, Anaheim, CA 92803.
Please send notices well in advance of the Newsletter deadline.

Greater L.A. Area R.C.M.A. Eric Christensen CALA045 Presiding
--Meetings tentatively scheduled each third Friday of the month--

August — No meeting scheduled. Have a good vacation, and grab some frequencies to share at the October meeting.

September 16 FRIDAY Meeting at Mercury Savings and Loan, Valley View and Lincoln, Buena Park, Ca 8:00PM. 2nd Floor. Elevator in back.

"Non-NASA Communication with the space shuttle CHALLANGER."

Gordon West WB6NOA will speak about the HAM Amateur Communication with Dr. Owen Gariott W5LFL who will be a member of the crew of the Challanger. Frequencies for the Non-NASA communications are:

Up Link	144.91 to 145.47	28 channels separated by 20khz
Down Link	145.51 to 145.77	13 channels separated by 20khz

This is our start of the new year meetings and with Gordon on the program it is bound to be one of the best of the new year. This in one to definitely place in your calendar. It is possible the mission will be on during the meeting.

September is usually "Back to School" month and this is an opportunity for those R.C.M.A. members who graduated from West/Coast Radio School to have a "Home Comming" session.

October 21 FRIDAY Meeting at Mercury Savings and Loan, Valley View and Lincoln, Buena Park, Ca 8:00PM. 2nd Floor. Elevator in back.

Sharing Session. Bring your latest frequency finds, and/or other items of interest. Computer print-outs, new product announcements, general rummers, or speculations.

R.C.M.A. Chicago

Contact Edward Robert Sirovy IL-004 312 969 2856
311 S. Williams Street, Westmont, Il 60559

Meetings: NANCINI'S Resturant 5555 St Charles Road, Berkeley, Il
two blocks east of St Charles Road exit from Eisenhouer Expressway Extention I-290 (phone 312 544 7277)

Visitors are welcome but please confirm the date in advance.

Sunday	August 28, 1983	Picnic / Field exercise
	(write or phone for details about this fun day)	
Saturday	September 24, 1983	1:00 PM
Saturday	November 12, 1983	1:00 PM

A SASE on file assures notification of tours and other item which may be scheduled on short notice.

Calendar continued

Austin Area Radio Listeners Meeting
Contact Bob Shrader (512) 926-9516

Golden Gate Communications Association
James Zuchelli CAST001
P.O. Box 1861 Modesto, CA 95353

Meetings at Hayward Library
Mission & C Streets, Hayward

R.C.M.A. Connecticut Chapter

Contact Bill Moore CT 038 203-223-0840
950 Farmington Ave, New Britain, CT 06051

Southern New England Scanners Club

Contact Robert Murphy SNEC President 401-353-0208
P.O. Box 1591, Pawtucket, RI 02862

R.C.M.A. Minneapolis-St. Paul Area

Contact: Chuck Steier MN-008 (612) 927-9253
4820 Hwy 7, Minneapolis, MN 55416

A SASE on file assures notification of chapter activities (tours, gatherings, etc). Non-members are welcome to attend.

Central Maryland Dx Association meets on the 2nd Monday of each month. for information contact Tony Kobylski (301) 563 0039

NEED BACK ISSUES OF THE RCMA NEWSLETTER?

Lots (Months/Year)	No. of Issues	Price
Sept 75 - June/July 76 (No Oct or Nov published)	7	$2.00
Aug - Dec 76 (No Oct published)	4	$3.00
Jan - June 77	6	$4.00
July - Dec 77	6	$4.00
Jan - June 78	6	$5.00
July - Dec 78	6	$5.00
Jan - June 79	6	$6.00
July - Dec 79	6	$6.00

1980-82 back issues are now available at $1.50 per copy.

The following categories of postal rates are new. Please read carefully.

Order Total	Include This Amount of Postage
$ 1.50 - $ 5	$1.00
$ 5.50 - $10	$2.00
$10.50 - $15	$3.00
$15.50 - $25	$4.00
$25.50 - $35	$5.00
Over $35	$6.00

Send your request & check or money order (made out to RCMA) to Secretary Bill Ell:
2831 Hermanos St.
Pasadena, CA 91107

EAST AND WEST RADIO CLUB

EAWRC, c/o Hardy Borger, Eifelwall 46, 5000 Köln 1 , F.R.G.

EAWRC-Diplomabteilung, c/o A.Schwegeler, Bahnhofstr.56, 5042 Erftstadt 1, F.R.G.

From Nov. 11, 1983, 18.oo UTC to Nov. 16, 1983, 24.oo UTC, the 5th International DX Contest of the EAWRC takes place. One task of the participants is to listen to as many broadcasting stations of the Arab world as possible during the contest. There are several prizes to be won. Each participant receives a certificate.

The participation fee amounts to 5 IRC (or 5,oo DM-German marks by cheque or cash).

Please order your application form from:
East & West Radio Club, c/o Hardy Borger, Eifelwall 46, 5ooo Koln 1, F.R.G. (return postage or 1 IRC)

THOUGHT waves

Ginny Slick, RCMA Assistant Editor, 1 West Potomic, Williamsport, MD 21795

Our very capable Assistant Editor is on vacation this month. She will return in the October issue.

Please note that the centerfold this month is a membership application. Why not tear it out and give it to a friend? (As you'll see, it's printed on light stock - we really got razzed for the dark red membership form in last year's December issue: dark red doesn't Xerox worth a darn.)

Also, check out the inside back cover. It contains information long overdue for revision.

Carol Ruth
Managing Editor

ASSOCIATION OF NORTH AMERICAN RADIO CLUBS NEWS HIGHLIGHTS

ANARC is a federation of the most responsible, well established radio listening clubs in North America. RCMA attained Full Member status in ANARC in 1977. For a list of the ANARC Member and Associate Member clubs send a self-addressed, stamped business size envelope with your request to the address below.

For an annual subscription to the ANARC Newsletter, send $5 to:
Joe Barr, 1500 Bunbury Drive, Whittier, CA 90601. ($8 overseas subscription.)

Sept 2 to 5 National Radio Club 50th Anniversary Convention
Details send a SASE to NRC, P.O. Box 164, Mannsville, NY 13661. Convention to be held near Hardford, CT

October 14,15,16 ONTARIO DX ASSOCIATION will have a booth at "Hobby '83" North America's largest Hobby and Craft Show. International Center, near Toranto International Airport. ODXA invites all DX clubs, broadcasters, etc to contribute display material. Details ODXA 2 Camrose Cresent, Scarborough, Ontario, M1l 2B5, Canada

October 19, 20 ONTARIO DX ASSOCIATION Annual Open House Starting 7PM Friday Holliday Inn, Eglinton Ave and Valley Parkway Toronto. Saturday 12 Noon at North York Memorial Hall 5090 Yonge St. Toronto.

DX REPORTER, the newsletter for THE ASSOCIATION OF DX REPORTERS, 7008 Plymouth Road, Baltimore, MD 21208 has just celebeated its first birthday. The Association of DX Reporters is the successor to the late Newark News Radio Club. Membership is $15.00, sample copy for a SASE at the above address.

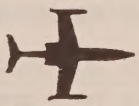
WORLDWIDE TV-FM DX ASSOCIATION has a new central office. Address WTFDA P.O. Box 514, Buffalo, NY 14205.

NATIONAL RADIO CLUB PUBLICATIONS are now available from NRC Publications Center, P.O. Box 164, Mannsville, NY 13661.

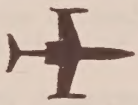
NRC Antenna Reference Manual Vol 1 1969-1974 $2.50
NRC Antenna Reference Manual Vol 2 1974-1981 $2.50
(compilations of articles on medium wave antennas)

NRC Domestic Log Book Supplement $5.00
(state and city index of AM stations USA and Canada)

Free Catalog of Panasonic Radio Communations is available for a SASE business size to Panasonic, One Pansonic Way, Secaucus, NJ 07094



Aircraft



Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands above 30 MHz associated with airports and aircraft plus questions, articles and tips related to aircraft monitoring to:

Darrel Charest, 1459 Monterey Blvd., #293, Hurst, TX 76053

Everyone knows retirement should be one of the most rewarding times of your life. Furthermore, to achieve the most enjoyment in retirement everyone knows you should keep busy. But ten hours a day and six days a week seems a little too much. Right now I'm getting about all the enjoyment I can take.

Two weeks ago we enrolled six Syrian pilots into our ATP (Airline Transport Pilot) course - normally a five or six week program. No hurry to get them through, next week will be fine! Although most of them fly reasonably well most have great difficulty trying to communicate in English, which is something of a problem since I don't speak one word of Arabic. Tis been quite frustrating to say the least. So much for problems on the home front.

On the brighter side, this last month has brought some interesting letters and some of these will be shared with you.

Our Photographic Editor, Mr. Hugh Stegman said the War Story on the parachute jumpers probably originated with a friend of his making a film at USC. The instructor was an overage hippie and the student was a terrified ROTC Cadet. Hugh also reported that "Life Flight" helicopter rescue services have become so numerous in the L.A. area that in some cases they have been fighting over patients. The Los Angeles Times detailed an incident where both the County Fire Department and a Private Helicopter landed at a rescue site and engaged

in a heated exchange over who would get to airlift the victim out. During the argument the victim lay there waiting for help!

David Fuller, LA-031, sent some frequencies that appear at the end of this column and went on to say he is President of a local Scanner Club and a registered member of the Communications Research Bureau from Cornick, N.Y. David is in the Army and keeps busy attenting one of the local Technical Colleges where he is enrolled in electronics. He asked for information on frequencies used by Military Airlift Command aircraft, but I couldn't be of much help. These aircraft normally have the capability of communicating in both the VHF and UHF bands.

From Riverside, Ca. Mike Consalvo, CA-RI-011, asked some questions on useage of specific radio frequencies for the Los Angeles Center. Unfortunately, I couldn't provide him with the details without Sector maps of the Center. Mike also asked for information about air navigation aids, and this will appear a little further on in the column. Thanks Mike, I'm glad I could be of some help on some of your inquiries.

David Bowen, NY-259, asked for information related to the use of 135.775Mhz in his area, Batavia, N.Y. And from the details he reported, it was most likely a remote channel used by Cleveland Air Route Traffic Control Center. To be completely accurate, however, it would be necessary to hear some of the conversation and I asked David to forward a tape casette.

James Cavanagh Jr, IL-060, said he was a subscriber to the "Golden Gate Communications Association" and seemed to find a good deal of information in their publication. He, too, send some frequency listings that are included at the end of the column. James heard that Bearcat is releasing several new scanners, one of which is handheld, will have 5 bands including the VHF aircraft and will sell for about $160. He went on to say another model is a mobil scanner, 16 channel, standard frequency range, vacuum flourescent display and backlit keys for night visibility. James said the biggest news was the BX-1000, a S.W. radio covering 10Khz to 30MHz at a price of about $600.

As mentioned earlier, Mike Consalvo, CA-RI-011, asked for some information on radio navigation aids such as their use, differences etc. Almost all of these are known by their acronyms.

ILS - Instrument landing system. This system provides a very precise track and glide path to the runway and is the system currently in use at all major airports and is fairly common at some satellite airports as well. For normal operations the ILS will take the aircraft down to an altitude of 200 feet above the runway and if visual contact is not made at this altitude a missed approach is executed. Most of our aircarriers have equipment and pilot certification that allows them to make Category II ILS approaches to 100 feet minimums. Category III ILS approaches are just around the corner. These approaches will carry the aircraft all the way to touchdown!

GCA - Ground Controlled Approach. Sometimes known also as PAR or Precision Approach Radar. With this system the same track and glide path information is available to the pilot but by means of a controller who is observing the aircraft on his radar display that provides azimuth and elevation. The main advantage of this system is that it requires only minimal cockpit instrumentation. The disadvantage being that it requires a controller who is sometimes subject to human error.

VOR - Visual Omni Range. This is the navigation aid that provides the coverage for our entire airway system. It also serves, in most cases, a dual role in that it provides an instrument approach to one or more airports. The VOR provides a very accurate track in all directions. With cross bearings, it is possible to obtain a very accurate fix of the aircrafts position.

TACAN - Tactical Air Navigation. This is a military system that provides essentially the same information as the VOR but includes distance measuring equipment as well. Therefore by observing the radial and distance the pilot has a continual, accurate position of his aircraft. TACAN is designed to work aboard ship, where VOR does not. In the late 1950's the FAA was promoting VOR as the best navigation system and the Military services were doing

the same for TACAN, each hoping the other would adopt theirs for the common system. Unfortunately both decided to go their separate ways.

VORTAC - This is a combined VOR and TACAN station. It provides civil aircraft with azimuth and DME through the VOR and does the same for military aircraft through the TACAN.

NDB - Non Directional Beacon. In this case the meaning is non-directional radio beacon. These facilities operate in the low frequency band from 200 to 400Khz and radiate from 25 to 2000 watts. Many NDBs are sited at small airports to provide instrument approaches where other systems are not available. Other NDBs are used in conjunction with ILS systems as a means of locating the ILS. In order to use the NDB, the aircraft must be equipped with ADF or automatic direction finding gear. Although NDBs are very common and relatively inexpensive to install and operate, they are not as precise as the other navigation systems and require a little more skill to fly.

DME - Distance Measuring Equipment. Usually associated with a VOR and in some cases with an ILS. DME is always part of a TACAN system. DME provides the pilot with accurate readings of the distance to the navigation facility. The range, however, is always slant range and if the aircraft is operating at FL-350 (35,000 feet) the range will never read less than 5 or 6 miles because the aircraft is that high above the station.

Frequency listings

From Vance Williams (LA-32)

Eastern Airlines	MSY	New Orleans	130.7
	DFW	Dallas/Ft Worth	130.7
Republic Airlines	MSY	New Orleans	131.75
	HOU	Houston	128.925
Texas International Now Continental		System wide	129.92

From James Cavanagh Jr (IL-060)

Oakland, Calif. Airport

Tower	runway 9/27 15/33	118.3
	runway 11/29	127.2
Ground Control	9/27 15/33	121.9
Ground Control	11/29	121.75
ATIS	9/27 15/33	126.0
ATIS	11/29	128.5
Clearance Delivery		121.1
Bay Approach	9/27 15/33	135.4
Bay Approach	11/29	124.4
Departure Northwest		120.9
Departure East		135.4
Flight Service (Wx, Flight plans)		122.5
Port of Oakland Operations, Security, Fire & Crash		453.9

From David Fuller (LA-031)

Baton Rouge Airport		
	VOR	116.5
Lafayette Airport		
	Tower	118.3
	ATIS	120.5
Helicopters		
	Bogalusa	122.85
	Off Shore	123.45

Aircraft continued

From Hugh Stegman (CA-LA-472)

Los Angeles Area		
	UCLA "Life Flight"	123.05
	LAPD Helicopters	122.75
	LAX Helicopter Control	119.8
Santa Monica Airport		
	Tower	120.1
	ATIS	119.15
	Ground Control	121.9
	Unicom	123.3

Beginners ?????? Corner

If you are new to monitoring, or have something you don't understand, please write to me at the address given below and I will try to answer your question. When possible, your questions and answeres will be printed. For those who wish an immediate reply, please send a self-addressed, stamped envelope.

Bob Quinlan, 4243 N. Melvina, Chicago, IL 60634

Hello Again

In last months column I hade a definition of P.L. or Private Line. (A MOTOROLA TRADE MARK). I have come across a list of the frequencys used for the most common (PL"s.

XZ	67.0	4Z	136.5
XA	71.9	4A	141.3
XB	77.0	4B	146.2
YZ	82.5	5Z	151.4
YA	85.4	5A	156.7
YB	88.5	5B	162.2
ZZ	91.5	6Z	167.9
ZA	94.8	6A	173.8
ZB	97.4	6B	178.9
1Z	100.0	7Z	186.2
1A	103.5	7A	192.8
1B	107.2	8Z	206.5
2Z	110.9	9Z	229.2
2A	114.8	M1	203.5
2B	118.8	M2	210.7
3Z	123.0	M3	218.1
3A	127.4	M4	225.7
3B	131.8	M7	256.3

In last months article was way to do research with the newer type of communication receivers . Pick a small area such as 100 HZ of frequency to look in, and log the data you find. I have included a sample of the log I use to classify each station. They need not be fancy,just so you can find it when you look for it. You would be surprise at the information that can be added, from just chit chat on the radio. One of my favorite stations in the Chicago area had a problem with a remote receiver site . They called a radio Tech. and asked him what to do, his reply was to shut down each one at a time. He went thru the complete list of about 10 sites. This is the kind of data you can add to your list. I hope this gives you a few good ideas.

Bob Quinlan (IL 157)

Date From _____ To _____

Frequency _____

Name of licence holder _____

Call sign of the station _____

Station identifyed by auto keying____ Verbal_____ None_____

Station operates 24 hour____ 7 days____ 5 days___ Am.___ Pm._____ Etc_____

7 Day count. Sun.___ Mon.____ Tues.____ Wed._____ Thurs._____ Fri.___ Sat.____

Sun._____

Total Count_____

Station Operates as:

Federal_____ State_____ Military_____ Local_____ Police_____ Fire_____

Civil Defense_____ Nation Wide_____ Multi.Freq. System._____ State wide.___

Radio Traffic:

Page_____ Dispatch_____ Message_____ Tac._____ Bus._____

Emergency_____

Radio Info:

Repeter in._____

Repeter out_____

Inter mod. _____

Skip _____

Low power _____

High power_____

H.T."s _____

Simplex _____

Duplex _____

Controle _____

Base _____

Mobiles _____

Radio checked on._____

BELOW 30 MHZ

Robert Horvitz, editor

This column is for AM, SSB, RTTY, CW & FAX reception reports, explanatory notes, articles, news & questions related to HF utilities. Services covered in this column include civilian aeronautical, coastal/marine, government, military, weather, etc. – essentially everything except broadcasting, CB & amateur radio. Send to: Robert Horvitz, 54 East Manning St., Providence, RI 02906

New from Bearcat – the DX 1000

Thanks to Michael Yanul (IL-014), we have news of Bearcat's entrance into the communications receiver field! Michael sent a promo sheet he picked up at the Chicago Consumer Electronics show. The DX-1000 somewhat resembles the Kenwood R-2000, but contrary to what you might expect from Bearcat, the DX-1000 does not have automatic scanning capability – neither band-scanning nor memory scanning. However, it does have an unusually versatile tuning system, as well as a ten-channel memory.

The DX-1000 covers from 10 kHz to 30 MHz. A keypad provides direct digital tuning; a rotating tuning knob moves you across the spectrum in 100 Hz or 1 kHz increments; and there are also "step up" and "step down" buttons that can be programmed to change frequency in steps of 1 to 99 kHz. In addition, there is a small "fine tuning" knob that varies the frequency ±2 kHz – useful for RTTY and SSB. The fine tuner has its own little analog frequency display, supplementing the receiver's main display, which is digital. The latter can, with the touch of a button, be turned into a display for either of two internal 24-hour clocks. An internal timer can be programmed to turn the radio on and off at five different times on five different frequencies. There is a squelch operable in SSB and FM reception modes, an automatic gain control with two settings (slow and fast – there doesn't seem to be an "off" position for the AGC), a a two-step RF attenuator (20 dB or 40 dB), a two-position noise blanker and a tone control. There are three filter bandwidths – 2.7, 6 and 12 kHz – selectable independent of the reception mode. The modes are AM, LSB, USB, CW and FM. Tuning is based on a phase-locked loop (PLL) circuit with a claimed stability of less than 100 Hz drift per hour after warm up. The DX-1000's physical dimensions are 14½" wide by 5" high by 9 3/8" deep; weight, 17 lb. Price unknown.

Needless to say, if any of you buys or tests one of these sets, please send us your review comments. I called Bearcat to suggest they show the DX-1000 at the ANARC convention (along with their other new products), and from what I hear, they intend to do that. So I may have more to report after the convention.

A Table of Basic Distress, Calling & Guarded Frequencies

Adapted from the Draft Environmental Impact Statement for the West Coast OTH-B radar installation:

5320	International Ice Patrol
5680	Search-and-rescue Control/Atlantic & Pacific
5681.4	" " " " " " "
6204	" " " " " " "
6205.4	" " " " " " "
6273	Aircraft communication to Maritime Mobile stations
7508.4	Hurricane Warning Net
7530	Emergency Net/Atlantic & Pacific
8364	Search-and-rescue Control/Atlantic & Pacific
8502	International Ice Patrol
8756.4	" " "
11515	Emergency Net/Atlantic
12150	" " "
12546	Aircraft communication to Maritime Mobile stations
12750	International Ice Patrol
14993	Mobile Distress & Calling
16728	Aircraft communication to Maritime Mobile stations
18197.5	Emergency Net/Atlantic
18722.5	Emergency Net/Pacific
19993	Mobile Distress & Calling
20007	Search-and-rescue Control, Astronauts & Space Vehicles
22245	Aircraft communication to Maritime Mobile stations

Skeleton Coast Radio

(from the Johannesburg Star, 2 Dec 82, via Worldwide Report: Telecommunications Policy, Research & Development #255)

In a dust-free white building in the dunes of the Namib Desert, banks of sensitive equipment sent their electronic tentacles over a radius of more than 1500 nautical miles off the Skeleton Coast. It is Walvis Bay coastal radio - one of the nerve centres in a complex international communications system that serves ships at sea. Even aviators over the oceans know that the constant alertness...of the men and women scanning the international radio frequencies at this coastal station could mean the difference between life and "lost at sea".

"An aircraft in trouble may have only one chance to send a Mayday message", says the chief superintendent of Walvis Bay Radio, Mr Chris Nagel. "In the old days all systems ceased as an aircraft hit the water. If we did not get the signal the first time we didn't get a second chance." All aircraft and ships are now equipped with inflatable radio-carrying rafts that begin to transmit distress signals on impact.

Run by the South African Department of Posts and Telecommunications, Walvis Bay's coastal radio station is a link in a chain that runs from the Atlantic coast through Cape Town and Simonstown to Durban. These stations are South Africa's contributions to the international navigation and communications service that spans the globe and links up with satellites... "All reputable shipping companies subscribe to the worldwide Automated Mutual Assistance Vessels Rescue System (Amver)," Mr Nagel explained. Amver requires its member ships to plot their courses and positions at regular daily intervals. The information is processed into computers at stations throughout the world. In emergencies the computers can be ordered to flash a surface picture of any section of the oceans, indicating the positions, courses, capacity and facilities of every ship subscribing to Amver.

In addition to Amver, ships plying the busy routes off the Southern African coast can rely on the South African Sea and Rescue System (Sasar), which coordinates and assists rescue efforts. In emergencies, coastal radio informs the SA Navy, the nearest port captain, the owners of the vessel concerned and Lloyds of London, to whom is reported, as a matter of course, all casualties at sea. The fiercely competitive salvage trade maintains round-the-clock monitoring of the international radio frequencies. For ethical reasons the salvors make contact with coastal radio in emergencies only after Lloyds has "opened form". The usual salvage contract offered is "no cure, no pay", meaning that if a stricken vessel goes under the salvors receive nothing for their efforts - but the profits are handsome if the vessel is towed intact into port.

Walvis Bay's coastal radio also has an inland function. Namibia is a country of more than 823,000 square km. Over this expanse of land are scattered about one million people. "In many parts of the country it does not pay the Post Office to erect telephone lines - elephants bring down the poles as soon as they are up, or the lines are damaged in the war areas," Mr Nagel said. Radio telephone links have been established with the remote outposts. The channels have been reserved mostly for emergency calls, picked up by Walvis Bay coastal radio and switched into the national telephone network.

Ed: The 5th edition of Ferrell's Confidential Frequency List shows one frequency for Walvis Bay Radio, ZSV8: 4357.4. The 1/1983 issue of the Amver Bulletin announced that publication of the Amver communications frequency charts will once again appear in each quarterly issue of the Bulletin. They had been dropped last year, but subscriber complaints persuaded the Coast guard to change its mind. Subscriptions to the Bulletin are free of charge. Simply write to the Commander, Atlantic Area (As), US Coast Guard, Governors Island, New York, NY 10004, and ask to have your name added to the distribution list. Each issue has accounts of recent sea accidents and rescues, profiles of Amver stations and employees, etc.: interesting reading, bargain price.

Greenpeace Radio

While we're talking about sea stuff, I had an interesting talk recently with Dick Dillman of Greenpeace, the environmental group known for their daring interventions against whalers, ocean waste-dumpers, and the like. I had seen their request in the July issue of the Review of International Broadcasting for information about frequencies used by the Japanese whaling fleet, so Greenpeace could monitor the fleet's compliance (or noncompliance) with the whaling treaties. Dick said he's writing an article about their use of radio monitoring for Popular Communications, so I assume you'll be able to read a much fuller account there soon. In the meantime, he described their communications set-up. They keep in touch with their main boat, the Rainbow Warrior, using both ham and commercial channels. They're licensed as a Limited Coastal Station - KMC237 in San Francisco - but mainly use ham channels, under calls such as N6VS and N6BMI, depending who's on the air. They have a large log periodic antenna for their shore station, but nowhere to put it up at the moment - though they hope to have a hilltop location soon. Similarly, they have an Alpha-77 transmitter capable of

putting out several kilowatts, but it isn't installed yet. The Rainbow Warrior's monitoring shack is loaded with equipment, including a Kenwood R-2000, a Kenwood TS-430 transceiver, a Drake R7, facsimile gear and a radio direction-finder. He was reluctant to be specific about the frequencies they use for their own communications, as they've been jammed by people who resent their activities, but the night we talked he said he would be in touch with the Rainbow Warrior later that night somewhere between 14300 and 14350 kHz. I tuned in, but was unable to hear them, as so many high-powered hams were occupying that part of the spectrum. I hope we'll be hearing from Greenpeace in the future. Perhaps we can set up a monitoring net to help them?

A Closer Look at the Typo Problem in Ferrell's RTTY Guide

In the July issue, I reviewed Perry Ferrell's new edition of the Guide to RTTY Frequencies, noting that discrepancies were found when the United Nations stations listed in the frequency run were cross-checked with the callsign run. Since I didn't know why UN stations should be especially problematic, I speculated that "such discrepancies may be pervasive". Not wanting to be unfair to a man I admire, and whose frequency guides are still the standard against which others are measured, I decided to investigate the extent of the problem further.

Two pages in the RTTY Guide were chosen at random - one in the frequency list (p. 42) and one in the callsign list (p. 166). Each piece of information on these two pages was cross-checked with the corresponding entries in the other list. Results: all the p.42 entries were found to be consistent as to callsign, location, agency and "remarks" but two minor inconsistencies as to shift were found. However, on p.166, ten inconsistencies were found: one freq given in the call list had no corresponding entry in the freq list; one call/location/agency entry was contradicted by the freq list; one call was omitted from the freq list; the seven others were inconsistent as to shift.

Conclusion: while there is indeed a problem, it seems to be primarily with the callsign list, not the freq list, and while the problem does extend beyond the UN stations, "pervasive" is probably too strong a term to describe it. As revealed by my sampling technique, it might be more accurate to say that there is a small sprinkling of typos, with some suggestion that the error-rate is higher toward the end of the callsign run.

Of course, the presence/absence of discrepancies between the two lists says nothing about how accurately either corresponds to what's actually on the air. That's a more important question - that I can't answer.

Numbers

Geoff Halligey (ENG-005) has been looking more deeply into the "numbers" broadcasts audible at his location in England, using the memory-scanning capability of his new R-2000. He sent a tape cassette, which was as much a "voice letter" as an off-air record of some of these broadcasts. He summarized his findings in this table:

Numbers Broadcasts Heard in England, 28 May - 15 June

kHz	Call	Times heard (GMT)	Lang	Opening	Message Format	Closing
2952	(3Ls)	2230	IPA	------unreadable test calls-------		
3217	?	1728, 1831	Ger	?	5#	?
3232		2230	Ger	?	3#-2#	?
3370	DSC37	between 1618 - 2250 (often)	Ger	Tones, "hier ist DSC37"	5#	?
3415	(3Ls)	2228	Eng	IPA (unreadable)	?	"end of msg, end of xmsn"
3820	?	between 1930 - 2312 (often)	Ger	Tones	5#	?
4010	DSB21	between 1542 - 2222 (often)	Ger	Tones, "hier ist DSB21, achtung! Gruppen xx"	5#	"ende"
4022	?	2223	Ger	?	4#	"ende"
4159	(3Ls)	1939	IPA	-------unreadable test calls-------		
4560	BAC	between 2005 - 2240 (often)	Eng	"msg, msg, group xx, text:"	5L/IPA	"end of msg, end of xmsn"

Below 30 MHz continued

13150	CIO CIO2 CIO1F	between 0745 - 2240 (often)	Eng	"msg, msg, group xx, text:"	4L & 5L IPA	"end of msg, end of xmsn"
14603	?	0728, 1316, 1820	Eng	?	4#	?
16055	OT	1800	Ger	Tones	4# & 5#	?
16415.5	KW	1430	Ger	?	5#	?
19295	?	1342, 1613, 1805	Ger	?	5#	"ende" + tone

IPA = International Phonetic Alphabet # = number groups L = letter groups
msg = message xmsn = transmission

Geoff noted that once on 13150, at the opening, he heard the phrase "one filter, one filter" used! And perhaps the most unusual recording on the cassette he sent was a message containing only German numbers in groups of 8, with no callsign or preamble other than a 4-tone tonic arpeggio (C-E-G-C) on 3820 at 2159!

I've also been doing some analysis of the family of phonetic-alphabet broadcasts that includes "Kilo-Papa-Alpha" and "Charlie-India-Oscar". These are some early findings, and I hope to have more later: 1) the same young woman's voice is used on all these transmissions; 2) the transmissions are on a very regular schedule: KPA and MIW at xx15; SYN at xx30; VLB and CIO at xx45; 3) I've heard CIO as early as 1745 and as late as 0545 and every hour in between; Geoff's heard them from as early as 0745 to 2240, so they seem to be on twenty-four hours a day; 4) It's my theory that the suffix "2" in the calls mean "no message", as I've never heard a message following a 2-call; 2-calls are usually on for 5 minutes, then abruptly off; 5) Calls for CIO2 and VLB2 seem to go on and off the air together; with only one receiver, I can't be sure they do this simultaneously, but they certainly do so within seconds of each other; of course, when CIO replaces CIO2, there is a message and the frequency stays in use long after VLB2 goes off; 6) CIO messages are usually given hourly until 2345, when they're replaced by no-message CIO2 calls until past my bedtime; the question is when do the messages first appear, and can we infer anything about the target area's local time from this schedule; 7) The one time I heard a CIO2 fail to appear was at 0045 on 30 June; the peculiar thing was that this was also the only time I'd ever heard the SYN2 call on 8425 continue past 0035; this time it went until 0049; the carrier appeared on 8925 right on time at 0045, but no sound; this strongly suggests that the tape recorder for SYN at xx30 is also used for CIOs at xx45, though it also suggests separate transmitters, too, because of the CIO carrier appearing on time! 8) CIO calls can be heard transmitted in parallel on 17966, 13150, 8925 and 6840, but not all frequencies each time (I'm still studying fade-outs and fade-ins); VLB transmits on 17595, 12950, 7605 and 4670, also not all at once; SYN transmits on 8425 and 5641.5; the others I'll hold till later as I haven't found as many parallels as I'm sure there are.

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Space Shuttle

Finally, I'm happy to report that after years of failure, I've finally heard the Space Shuttle being carried piggyback on the Boeing 747. I tuned in 29 June as it was being carried from Texas to Florida. Frequencies used were 15021, 13227 & 10780.

Business, Etc.

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufactureers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to:
Brandt Niemuth, P.O. Box 541, Rosemont, IL 60018

Greetings from the Windy City;

From Joe (MD-015):

Marriott Corp
151.655 KGX 707 Camelback Inn, Scottsdale Arizona
464.375 WRR 354 Anaheim, Calif

Business, Etc. continued

WRS 536 464.375 Los Aneles, Calif
464.425 WRC 876 In-Flight LAX, Calif
154.54 KLB 404 Marina Del Rey, Calif
464.375 KXQ 394 Marina Del Rey, Calif
464.375 KXK 688 Newport Beach, Calif
464.925 WXR 927 Newport Beach, Calif
464.775 WXX 870 Rancho Mirage, Calif
154.54 KLQ 590 Santa Barbara, Calif
151.925 WSG 563 Santa Clara, Calif
157.74 KAE 941 Great America
465.000 WRF 556 Denver City Center Hotel

Marriott - Washington DC area;
*151.925 WSG 396 Bethesda, Md
*151.325 Crystal City
*465.000 WQF 879 D C Hotel
*WQQ 603 464.675 D C Hotel
*464.525 Marriott Corp Main office Bethesda Md
*151.835 In-Flight, National Airport

Washington DC Stores & Shopping Malls;
*151.625 WST 593 Prince Georges Plaza Hyattsville, Md
*151.655 KRH 271 Woodward & Lothorp Stores
*151.655 KYI 723 Landmark Center, Virginis
*151.955 WQY 772 Hecht's Stores
*151.925 WRG 263 Beltway Mall Greenbelt, Md
151.895 WXN 783 Capitol Plaza Landover Md
464.700 KYD 521 Lake Forest Mall Gaithersburg, Md
*464.825 Landover Mall & White Flint Mall
*151.775 Laurel Center Mall

* indicates confirmation

Washington Metro Transit (All confirmed);

Buses:
Ch 1 496.4625 Calling
Ch 2 496.5875 P G
Ch 3 496.5125 D C
Ch 4 496.5375 D C Montgomery Co.
Ch 5 496.5625 D C Montgomery Co
Ch 6 496.4875 Virginia
Ch 7 496.6125 R - Supervisors
44.560 R - Repair Trucks
161.385 R - Police
462.625 R - Snowdesk (Unpluged except in winter)
Metro Rail:
160.380 Orange Line
160.260 Red Line
160.620 Blue Line
161.385 Police
161.235 Brentwood Yard
160.605 New Carrolton Yard
161.025 Maintenance

Potomac Electric Power Co (PEPCO)
Ch 1 451.025 Montgomery Co. Ch 4 451.150 Areawide Supervisors
Ch 2 451.050 D C Ch 5 451.175 Areawide Supervisors
Ch 3 451.075 P G Co. Ch 6 451.250 Main Office

Additional Marriott info:
462.875 KNAQ 836 Airport Vans
464.675 KNAQ 836 Hotel Security
Both for Marriott Hotel - Tampa, Fla
463.325 KNBB 959 Marriott In-Flight Tampa, Fla
464.925 KRU 514 Marriott Hotel Orlando, Fla

From Dan (PA-014) comes the following for the Pittsburg Area:

83rd U S Open Golf Tournamont, Oakmont Country Club;

464.925 Oakmont C C
464.550 P G A
450.675 ABC - Director to Commentator
450.725 ABC - Director to Camera Crew
161.640 Unk but active
161.730 Unk but active
161.755 Unk but active

Additional Pittsburgh area freqs:

451.450 Bell Telephone Co
464.700 ABC Fire Equipment
463.650 Airport Parking
160.185 Pitt Air Freight
452.650 Motor Freight
35.900 Dutch's Auto Body
154.490 Burrell Construction
154.515 Westmoreland Mall
152.300 Yellow Cab - Base
157.560 Yellow Cab - Mobile

From a contributor who wishes to remain unknown, comes info on Disneyland in California;

464.4125 KA 8146 Orange - Maintenance
464.4625 KA 8146 Blue - Security
464.4875 KA 8146 Green - Ops, Parking Lot
*464.5125 KA 8146 Yellow - Special Events
464.6375 KA 8146 Red - Emergency
464.7625 KA 8146 White - Telephone
462.575 KA 8146 Purple - County Wide Rptr
154.570 KC 7032 Maintenance, Submarines, Shows
154.600 KC 7032 Fence, Autopias, Outdoor Foods, Monorails, Steam Trains
154.625 KYY 709 Paging
42.980 Believed to have been dropped from Disneyland and/or sent to studio
* Fireworks, Parades, Entertainment Shows.

According to the Newsletter supplied with the above info, this new radio system has improved communications over the old crowded network. (Ed. - More info to follow when it becomes available)

From an unknown source by way of Larry (MI-001) comes some info for the state of Indiana;

Indianapolis Area Wreckers:

150.815 Wheely's Towing
150.815 Sid's Towing
150.875 Hix Towing
150.890 Indy Towing
150.965 AAA Wreckers (Surounding Indy)
151.685 Zionsville Auto Body Towing
*151.815 Harrold's Wrecker
*151.845 Zore's Wrecker
157.470 Interstate Towing
157.485 Daryle's Auto Body (Avon)
157.485 Kinmans Towing
452.55 AAA Wreckers - Downtown Indianapolis
463.375 Charlie's Towing
*(Ed. note: these could be 151.715 & 151.745)

Indianapolis Area News Media:

161.640 WIFE 1310 AM
161.700 WIRE 1430 AM Stereo
173.375 Indianapolis Star-News
450.2125 WTHR Ch 13 Rptr "Newscenter"
450.250 WRTV Ch 6 Rptr "806"
450.4125 WTHR Ch 13 Remote Freq
455.150 WIBC 1070 AM - Base & Helicopter

Business, Etc. continued

455.350 WIBC 1070 AM - Base & News Units
464.300 WGRT-FM 107 (Danville)

Misc Indianapolis Area Freqs:
158.430 Rock Island Refinery
48.580 Marathon Oil Co
48.460 Public Service Indiana - Base
48.540 Public Service Indiana - Mobile to Base
Indianapolis Power & Light Co
153.620, 48.300, 48.500
Citizens Gas & Coke Utility
153.410 Construction
153.470 "Service"

47.895 Morgan Co Remc - Base
48.100 Morgan Co Remc - Mobile
38.100 Boone Co Remc - Base To Base
47.900 Boone Co Remc - Base to Base
158.130 Hendricks Co Remc
48.700 Panhandle GasLine
48.940 Texas Eastern Gas Co
33.380 Phillips Oil Co
47.520 F-1 Indiana Gas Co - Statewide
48.260 F-2 Indiana Gas Co - Statewide
31.000 Wright-Bauchman Lumber Co
43.000 Johnson Detective Agency
462.675 Circle City REACT - Rptr

Eli Lily Co (Pharmaceutical & Medicine Co)
153.110 Key Employee Paging
462.275 Security
462.225 Transportation Division

CANADA

Send Canadian frequency information, radio system details and other information relating to Canadian monitor radio listening and questions to:
Robert Berezowski, 5832 Dalhousie Drive NW, Calgary, Alberta T3A 1T1 Canada.

David (CAN-037) sent in the following information for Windsor.
Ford Motor Plant 149.020 #1
149.290 #2
University of Windsor Security 150.800
Chrysler Plant 155.070 #3
Chubb Alarm Co. 162.120
Wackenhut Security 162.270
Capital Taxi 163.595
Metro Catering 164.040
O.M.L. 165.990
Lincoln Towing 167.910
Cardinal Towing 168.150
Coxon's Towing 168.480
Humane Society 168.030
Shoreline Coach(A'Burg) 168.765
Charterway Transit 171.480
Utilities (Water) 169.230
Master Locksmith 170.190
Ford Engine Plant Security 414.0000
Material Handling 410.7875
Maintenance 411.4375
General Motors Transmission Security 456.550
Pinkerton Security 469.4125
Thanks Dave for that list.

Bruce(CAN-019) has sent in some very good information for the Ontario area. I'll try and get those lists in the newsletter as soon as possible Bruce. Bruce sent in several articles from various

newspapers. The first article is on the moving of UHF TV stations out of channels 70 to 83. This move is necessary to make way for future mobile radio allocations. This article appeared in the Toronto Star on March 9/83. The second article deals with cellular radio systems that are being planned. The article is quite a good one. It appeared in the Globe and Mail on March 11, 1983. The last set of articles deal with the Hotel Plaza II fire in Toronto. The articles describe the sequence of events, the fire fighting efforts and goes into some depth on the operation of the Fire Dept's new $4-million radio system. Included is an "Emergency: Man Down" feature on the radios. The articles appeared in the Toronto Star on August 20, 1982.

If any member wants to have a look at these articles, they should be able to find the papers in their local library. If not, I can send a photocopy for a SASE.

Next month I'll have some more information and tidbits from members. Until next month, good listening.

contact/info wanted

This column has two purposes: to help members contact each other, and to help members obtain information directly from one another on various subjects related to 2-way communications monitoring. If you desire to converse, meet, or correspond with other members by telephone, letter, or cassette tape in a certain geographic area or with members who have similar listening interests, this is the perfect place for you to make known your interests. Remember – those who respond will do so directly, so be sure to provide your phone number, the best time to be called, or your address. Write to: Amy Polivka, 12906 Ohio Circle, Omaha, NE 68164

INFO WANTED: Need a scanner repair shop or service center that can repair a Tennelec MCP-1 Memoryscan. Has service manual with schematics. (5-21-83)
EUGENE D. KROLAK, JR. (MI-129), 173 W. Labo Rd., Carleton, MI 48117

FREQUENCIES NEEDED: This member is looking for frequencies for the following: (1) Riverside Tyler Mall; (2) San Bernardino Inland Center Mall; (3) Buena Park Mall; (4) Riverside Plaza. (5-22-83)
JAMES R. MORRIS (CARI049), 2004 Kellogg St., Corona, CA 91720

VARIOUS INFO WANTED: This member would like to know how to tell the band from a handheld receiver's antenna. Would also like to know what frequencies Muzak transmits music on. Does anyone know what frequencies the new federal office in Gainesville, GA will be using? (5-27-83)
C. SCOTT TEXTOR (GA-005), 1185 So. Cobb Dr., #16A, Marietta, GA 30060

DRIVING VACATION: Oct.-Nov. 83--Stopping in Richfield, UT, Littleton, CO, Sutton, NE, Moline, IL, Kenosha, WI, Toronto and Montreal, Orono, ME, Somerville, NJ, Philadelphia, PA, Baltimore, MD Toms Brook, VA, Columbus, OH, Moline, IL, in that order. Would like your local freqs if in or near these stops or anywhere along the route. Mainly highway patrol, state PD, FD, amb., rescue, highway dept., all law enforcement, airports and federal. However, will monitor anything you have - marine, business, military, etc. (4-6-83)
MICHAEL CONSALVO (CARI-011), 10060 Hillsborough Lane, Riverside, CA 92503

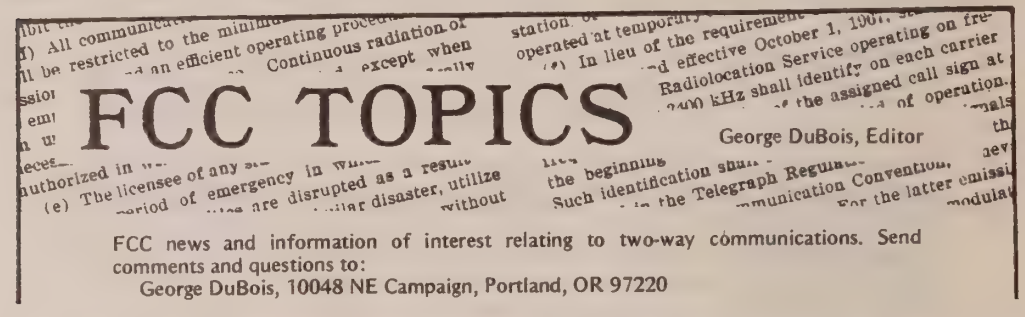
GENERAL MOBILE RADIO SERVICE INFO WANTED: This member would like to know what type of equipment is used and how to set up a repeater system, the cost and how to get the necessary FCC forms for licensing. (6-13-83)
DAVID FULLER (LA-031), Rt. 2, Box 156-A, Bogalusa, LA 70427
(504) 732-9903 (No collect calls please)

WANTED: A copy of the Association of American Railroads RADIO FREQUENCY ASSIGNMENT PLAN for Wisconsin dated after August 1977. Will pay any postage and copying costs involved. (6-15-83)
TOM HEIDERER (WI-006), 3888 S. Hanson Ave., Milwaukee, WI 53207 (414) 481-7760 after 6:00 p.m.

FREQUENCY SWAP: Have many frequencies to swap in VHF - UHF, also looking for European VHF - UHF frequencies police, fire, ambulance, etc. (6-18-83)
GILLES THIBODEAU (CAN-101), 3653 Montcalm, Lac-Megantic, Quebec G6B 2H8 Canada - Tel: (819) 583-1817 after 6:00 p.m.

INFORMATION WANTED: Am looking for EMT codes for SE Florida, preferrably Martin County. (6-25-83)
ELEANOR B. DEES (FL-169), 394 S.E. Cortez St., Stuart, FL 33497

AIRCRAFT FREQUENCIES: Frequencies wanted for airports and airlines in Dallas and Houston, Texas. (6-28-83)
VANCE WILLIAMS (LA-32), P.O. Box 2021, Morgan City, LA 70381-2021



FCC TOPICS

George DuBois, Editor

FCC news and information of interest relating to two-way communications. Send comments and questions to:
George DuBois, 10048 NE Campaign, Portland, OR 97220

The FCC has issued a Memorandum Opinion and Order on Reconsideration relating to the common carrier paging allocation at 931 to 932 mHz. The First Order (see Sept., 82 column) allocated three channels (931.8875, 931.9125 and 931.9375 mHz) for intercity paging networks. Two of them were for regional networks, one for a nationwide system. At the request of a number of petitioners, the Commission is now allocating all three channels for nationwide paging systems and will license each channel to a common carrier (or group of common carriers) who will then be responsible for organizing the technical characteristics and interconnection arrangements with local common carriers who wish to be involved in the system. The Commission felt that specific regional channels are not needed since the other 900 mHz channels and the new 35 and 43 mHz frequencies (9/82 column) can be interconnected to essentially provide regional service.

The Commission has modified its Order of last year regarding the sharing of repeaters and base stations below 512 mHz (p.37, 9/82). First, they are eliminating the rule that forbids payment among users of shared facilities. This rule had the effect of prohibiting an equipment vendor from using his own shared repeater (since he receives payment from the other licensees) and proved a hardship on smaller radio dealers. They are also eliminating the prohibition against obtaining "packaged" service, the obtaining of both equipment and dispatch service from the same company. Since many users contract for dispatch service anyway (like from an answering service when thier office is closed at night, as an example), there is no reason not to allow an equipment vendor to provide this service. And, the FCC is now allowing the owners of shared repeaters and base stations to make the equipment available to other users on a for-profit basis. Previously, such arrangements could only be made in a non-profit, cost sharing arrangement.

The Commission has amended its rules in the Forestry-Conservation Radio Service to allow the use of channels in the VHF low- and high-bands to be used for wildlife tracking and telemetry. Maximum power allowed is 5 milliwatts or 100 mw peak and all use is on a secondary, non-interference basis to land mobile use. Since telemetry use on these channels has very little likelihood of causing interference, users will not be required to obtain separate licenses.

Upon renewal of theirland mobile authorisation, licensees will only have to state the number of tracking transmitters in use and their frequencies, similar to the requirments for public safety speed radar licensees.

Part 95 was amended to eliminate individual licensing in the 27 mHz Citizens Radio Service and the 72 mHz Radio Control Radio Service. Since power limits, frequencies, and other technical standards are set by Rule, and not by licensing, such licensing serves no useful purpose (other than enforcement) and cost the FCC something like $360,000 a year. Since no practical alternative to the FCC-assigned call letters could be divised for identification, they are simply dropping the requirement that Citizens Radio Service stations identify their station. Identification previously had not been required in the Radio Control Radio Service.

The Commission has delayed the cut-off date for the last group of applicants in the 800 mHz cellular mobile telephone service. Applicants for the areas smaller than the top 90 markets must now file by December 1st, instead of June 7. The FCC has been snowed under by applications and hopes that they soon will have designated competing applications in the top 30-60 markets for hearing, and also to have the applications for markets 60-90 processed and on public notice by then. That would be the earliest they could begin to accept more applications for processing.

Part 81 (Maritime) was amended to eliminate the exclusivity provisions for VHF Public coast stations (marine telephone). These rules had limited the number of marine telephone stations in an area. This was considered essential when the VHF Marine band was first allocated, to allow stations to become commercially viable. Now, of course, the VHF band is heavilly used and the rule outdated. A new applicant now need only show a general oublic interest in additional Public service (while an existing Public Coast station must show a 40% occupancy before obtaining an additional channel). Also, the financial qualification showing by an applicant is no longer required. These changes are designed to increase competition and hopefully improve service in the VHF Public service. To discourage frivolous applications or frequency "hoarding", an applicant must place a new station on the air within eight months.

The Commission has also amended the Maritime Rules to do away with the requirement that most coast and ship stations maintain radio logs. Logs will still be required for certain classes of vessels where international treaties require them, and will be required for Public Coast stations.

The FCC has amended its rules regarding the use of Subsidiary Communications Authorizations (SCAs) by FM Broadcast stations. Until now, SCA subcarriers could only be used for broadcast related uses, such as Muzak, medical news, reading services for the blind, etc. Now SCA subcarriers may be used for unrelated purposes, such as paging, wide-area distribution of data for private companies, and so on. The maximum permissible bandwidth for FM stations is being extended from 75 to 99 kHz, to allow for multiple subcarriers, if desired. Also, no specific authorization is now required for SCA use. Licensees must notify the Commission by letter as to what type of service they intend to provide. If they intend to provide paging service to the public at large, they will be regulated as a common carrier.

And, a lottery system has been implemented for the selection of licensees in the Broadcast, Common Carrier and Private radio services. This random selection method will be used to select from among competing applicants for the same frequency when all their other qualifications are equal, rather than hold hearings. Lotteries will be held in the Private radio services on a case-by-case basis, where an abreviated hearing shows little substantive differance between applicants or the quality of service they intend to provide. Services mentioned as suitable for random selection are aircraft Unicom stations, marine and land mobile telephone stations and 800 mHz Specialized Mobile Radio Systems (SMRSs). Specifically excluded are cellular mobile telephone applications.

The Commission has released a Notice Of Inquiry into the possible direct access of their computer license data by the public. Presently the Master File Search System and the Frequency Master File (using a Honeywell data base) are on line in an interactive mode. They will soon add Docket information files to the system.

Comments are sought on whether to allow direct access, access through a public network such as Telenet, or access through a third party. Also, comments are requested on what other files to add to the system, information interchange codes and baud rates, costs and methods to safeguard sensitive information.

Another recent proposal would allow fixed stations in the 450-470 mHz band to use omnidirectional antennas. Frequencies in the UHF band are allowed to be used for fixed, point-to-point use on a secondary, non-interference basis outside of urban areas and must use directional antennas. This amendment would allow the use of omni-directional antennas where three of more receiving sites are used in an azimuth of at least 160°.

The FCC is proposing eliminating the requirement that certain transmitter adjustments or repairs be done by Commercial Radiotelephone licensees in many radio services, including the land mobile services. The Commission maintains that it is the station licensees that are ultimately responsible for the proper operation of their stations and should have the freedom to choose whomever they wish to work on their equipment (or do it themselves, I suppose). The Commission already acted last year to abolish the First Class Radiotelephone license. The present General Radiotelephone license is equivilant to the old Second Class license. This would appear to be the next step in doing away with the entire operator licensing procedure, since it does nothing but cost them money to issue the licenses. They are still required by ITU regs to maintain a licensing program though, and so are not proposing to change the requirements for the Maritime or Aviation services.

Because of the increased popularity of Amateur 10 meter FM, the FCC is now proposing to allow repeater operation in the band from 29.0 to 29.7 mHz. Presently, repeaters are only allowed in the 29.5 to 29.7 mHz segment.

The US Coast Guard has asked the Commission to allow the use of the frequencies 161.7 and 161.75 mHz. The frequency 161.7 (marine channel 22) would be used to transmit navigational safety information to foreign vessels. 161.75 would be used for portable repeaters for use in search and rescue missions in certain areas. Both of these frequencies are paired with 157 mHz frequencies internationally, but are used for broadcast remote pickup use in the U.S., so many foreign ships are unable to communicate simplex with the Coast Guard on 157.1 (ch. 22A), which is otherwise paired with 161.7. Use of 161.75 would only be for search and rescue missions, in areas where simplex communications are impossible or unreliable. Maximum power would be 25 watts.

Since I submitted comments a few years ago on Docket 79-140 (Creation of a new Personal radio service), I was lucky enough to recently be placed on the mailing list from the Personal Radio Steering Group. (Even though my comments were mostly critical of the new service, I guess.) The PRSG is dedicated to promoting "personal" use of the 462 mHz General Mobile Radio Service and to working toward the creation of the new Personal Radio Communications Service at 900 mHz (see p. 22, June newsletter). I know absolutely nothing about this outfit. With the stuff they sent was a brochure from GE promoting their radios that they intend to market for under $400 a pair if the PRCS is approved. (GE is heavily behind the PRCS. They made a number of comments in the original docket and many of their proposed technical standards were adopted in the FCC Notice.) Anyway, if you're interested, the PRSG's monthly newsletter, the Personal Radio Exchange, is available for 20 bucks a year, or an introductory six months for $10. Their address is Box 2851, Ann Arbor, Mi. 48106

FEDERAL GOV'T and MILITARY

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to:
Dennis Biagioli, 607 W. Pleasant Ave., Villa Park, IL 60181

Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

Those of you who read this column must have been at least puzzled by its chopped up layout in the August issue. The proper paging sequence called for a blank final page in Dennis' column. Unfortunately, the order of pagination was not adhered to in the printing process and the result diminished the continuity and effectiveness of the article. Apologies are due Dennis and his readers.

- Managing Editor

Hi! Welcome to September in July, or is it vice versa? Anyway, whatever day it is, here is a list sent along by BOB TRIVALOS (Wi-026) that many of you hopefully will find interesting. All material is from publicly available material.

First we have a list for various military aircraft identification codes. As these may be heard in use on regular aircraft VHF frequencies from time to time, as well as military aircrft UHF frequencies, they may prove useful at one time or another to everyone. In particularly crowded air space, like that around Chicgo O'Hare, military aircraft use the regular VHF air frequencies for safety reasons. Even "Air Force One" may be heard. So, if a VIP is visiting your area, just tune in the regular frequencies and you may hear traffic you thought you needed UHF equipment for.

CODES FOR AIRCRAFT IDENTFICATION

Type of Function Of Flight	Call Sign Prefix	Written Prefix	Ident Suffix
UNITED STATES AIR FORCE			
EXECUTIVE FLIGHTS			
US President	AIR FORCE	A	Digit 1
Vice President	AIR FORCE	A	Digit 2
First Family Aboard Any Air craft used when determined by US Secret Service use or by White House Staff	EXECUTIVE ONE FOXTROT	EXEC 1F	EXEC 1F
OPERATIONAL FLIGHTS			
Tactical	AFKAI-1	AFKAI-1 word	2 digit 01-99

Non Tactical Courier Base Flight Administrative	AFKAI-1 Word	AFKAI-1 Word	2 digit 01-99
MILITARY AIRLIFT FLIGHTS			
MAC Scheduled	MAC	M	Last 5 digits of taiil number
Tactical Air- lift Special Air Missions 89 MAWG	AFKAI-1 Word	AFKAI-1 word	2 digit 01-99
Aircraft under scheduling control of AF/CV	SAM	S	Mission or tail number
Aircraft trans- porting Heads of State of foreign countries and Reigning Royalty	SAM ZERO ONE	S01	S01
Other Special Air Mission Diplomatic Attache MAAG, etc.	SPAR	SPAR	2 digit 01-99
CONUS C-9 Aeromedical Air- lift	EVAC	E	Mission number
Other Aeromed- ical Airlift	EVAC	E	Last 5 digits of tail number
HELICOPTERS			
Air Force Heli- copter	COPTER	A	Authorized Vioce Call Sign
AEROSPACE RESCUE AND RECOVERY			
Engaged in SAR Mission			
Fixed Wing Aircraft	AIR FORCE RESCUE		Last 5 digits of tail number
Helicopter	AIR FORCE RESCUE		Last 5 digits of tail number
Not engaged in SAR Mission			
Fixed Wing Aircraft	KING		Assigned 2 digit suffix

Heavy Lift Helicopters	JOLLY		Assigned 2 digit suffix
Local Base Rescue Craft	PEDRO or SAVE as appropriate		Assigned 2 digit suffix
AIR NATIONAL GUARD			
Tactical	AFKAI-1 Word	AFKAI-1 Word	2 digit 01-99
Non-Tactical	AFKAI-1 Word	AFKAI-1 Word	2 digit 01-99
AIR FORCE RESERVE			
Tactical	AFKAI-1 Word	AFKAI-1 Word	2 digit 01-99
Non-Tactical	AFKAI-1 Word	AFKAI-1 Word	2 digit 01-99
UNITED STATES ARMY			
Non-Tactical	ARMY	R	Last 5 digits of aircraft tail number
Helicopter	ARMY COPTER	R	Last 5 digits of aircraft tail number
Special Hospital and Air Evacuation	ARMY MED EVAC	E	Last 5 digits of aircraft tail number
Helicopters carrying President or Vice-President of US	ARMY	R	Digit 1 or 2 respectively
MDW priority air transportation	PAT	PAT	Last 3 digits of aircraft tail number
Army National Guard	ARMY GUARD	G	Last 5 digits of aircraft tail number
UNITED STATES COAST GUARD			
Non-Tactical	COAST GUARD	C	Last 4 digits of aircraft serial or bureau number

Federal Government/Military continued

Helicopter	COAST GUARD	C	Last 4 digits of aircraft serial or bureau number
All aircraft engaged in SAR mission	COAST GUARD RESCUE	C	Last 4 digits of aircraft serial or bureau number

UNITED STATES MARINE CORPS

Helicopters carrying President or Vice-President of US	MARINE	VM	Digits 1 or 2 respectively
Marine Corps fleet and training command aircraft	MARINE	VM	Either 2 letters followed by 2 or 3 digits, or a digit and a letter followed by 2 or 3 digits
Special Hospital and/or evacuation	MARINE AIR EVAC	E	Last 5 digits of aircraft serial or bureau number
Helicopter	MARINE COPTER	VM	Last 5 digits of aircraft serial or bureau number
All other	MARINE	VM	Last 5 digits of aircraft serial or bureau number

UNITED STATES NAVY

Navy Fleet and training command aircraft	NAVY	VV	Either 2 letters followed by 2 or 3 digits or a digit and a letter followed by 2 or 3 digits
Special hospital and air evacuation	NAVY AIR EVAC	E	Last 5 digits or aircraft serial or bureau number
Helicopter	NAVY COPTER	VV	Last 5 digits of aircraft serial or bureau number

All other	NAVY	VV	Last 5 digits of aircraft serial or bureau number

Whew, that will give your fingers just a little bit of needed exercise. Bob can do the next work, as this is his research, too.

Army Control Towers

Most towers use 41.50,126.20,and 241.00; but others are also used. Below are some other freqs.Some also use one or more of forementioned.

Biggs AAF--Ft. Bliss,TX	36.70	300.10		
Blackstone AAF--Ft. Pickett,VA	38.30			
Butts AAF--Ft. Carson,CO	125.50	229.40		
Campbell AAF--Ft. Campbell,KY	236.60			
Davison AAF--Ft. Belvoir,VA	126.30	229.40		
Felker AAF--Ft Eustis,VA	126.30	248.20		
Forney AAF--Ft. Wood,MO	229.40			
Fritzsche AAF--Ft. Ord,CA	229.60			
Godman AAF--Ft. Knox,KY	229.60			
Gray AAF--Ft. Lewis,WA	248.20			
Grayling AAF--Camp Grayling,MI	37.00			
Hanchey AHP--Ft. Rucker,AL	148.90	248.40		
Henry Post AAF--Ft. Sill,OK	229.40			
Hood AAF--Ft. Hood,TX	119.65	229.60		
Hunter AAF--Savannah,GA	46.70	133.55	229.60	
Lawson AAF--Ft. Benning,GA	36.70	229.40		
Libby AAF--Ft. Huachuca,AZ	118.90	229.60		
Mackall AAF--Camp Mackall,NC	121.00	304.60		
Marshall AAF--Ft. Riley,KS	248.20			
McCoy AAF--Ft. McCoy,WI	38.50	41.70	124.60	229.40
Michael AAF--Dugway Proving Ground,UT	248.20			
Moore AAF--Ft. Devens,MA	119.35	229.40		
Phillips AAF--Aberdeen Proving Ground,MD	34.10	126.15	229.60	
Polk AAF--Ft. Polk,LA	119.00	248.20		
Robert Gray AAF--Ft. Hood,TX	32.10	120.75	265.60	
Sabre AHP--Ft. Campbell,TN	34.80	143.30	280.90	
Simmons AAF--Ft. Bragg,NC	125.90			
Tipton AAF--Ft. Meade,MD	127.00	248.20		
Wheeler-Sack AAF--Ft. Drum,NY	49.80	229.80		
Wright AAF--Ft. Stewart,GA	38.50	231.80		

SAC Bomb Plot Units

Use==Score Simulated Bomber Attacks & Related Activities

Richmond,VA	354.30	"Richmond Bomb Plot"
Havre,MT	238.20	"Havre Bomb Plot"
Douglas,WY	238.20	"Douglas Bomb Polt"
Bismarck,ND	356.80	"Bismarck Bomb Plot"
Holbrook,AZ	356.80	"Holbrook Bomb Plot"

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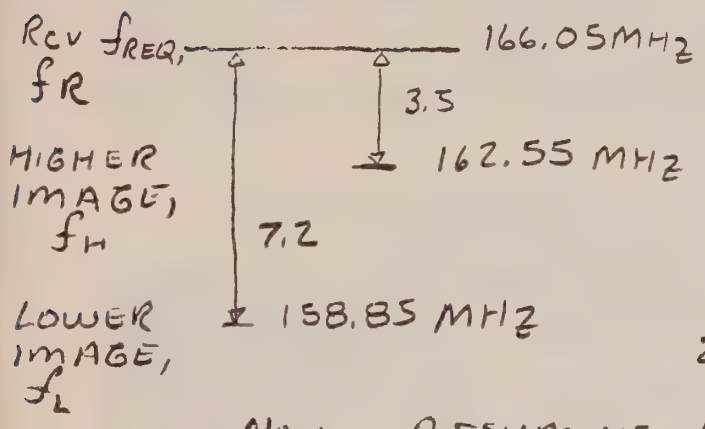


BY STATEMENT OF PROBLEM

$f_R - f_H = 3.5\ MHz$

$f_R - f_L = 7.2\ MHz$

SUBTRACTION GIVES,

$2f_R - (f_L + f_H) = 10.7\ MHz$

NOW, ASSUMING LO-SIDE INJECTION IN RECIEVER, $f_R = f_{LO} + 10.7\ MHz$, f_{LO} - LOCAL OSC FREQ

SUBSTITUTING,

$2[f_{LO} + 10.7] - (f_L + f_H) = 10.7 MHz$ REARRANGING,

$2f_{LO} + 21.4 - 10.7 MHz = f_L + f_H$ THUS

$$10.7 MHz = f_L + f_H - 2f_{LO}$$

I.E. THE 2ND HARMONIC OF THE L.O. MIXES WITH BOTH SIGNALS TO PRODUCE THE I.F.

E.G. $f_1 = 162.55$ $f_1 - f_2 = 3.7\ MHz$ (No Response)

$f_2 = 158.85$ $f_1 + f_2 = 321.4\ MHz$

NOW IF $f_R = 166.05$ THEN $f_{LO} = 155.35$

& 2ND HARMONIC OF L.O., $2f_{LO} = 310.7$

NOW, MIXING 2ND HARMONIC W/ $f_1 + f_2$ PRODUCT,

$(f_1 + f_2) + 2f_{LO} = 637.1$ (EXTRA PRODUCT)

$(f_1 + f_2) - 2f_{LO} = 10.7\ MHz$ HENCE PASSED

ONLY WHEN BOTH SIGNALS, f_1 & f_2, PRESENT,

International

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences, and any other information relating to monitoring in countries other than the United States and Canada. Send to: Rickey Stein, 456 Barrymore Place, North Brunswick, NJ 08902.

Let's continue with our discussion of monitoring outside of the U.S. while on vacation.

4) VOLTAGE- most locations outside of the U.S. and Canada with some exceptions in the Caribbean have voltages and cycle (Hertz) standards which differ from ours. I have not found this to be a problem. Most scanners will accept either 50 or 60 Hz.(cycles)p.s. In the case of the BC 250, even the clock will keep correct time. For voltages of 200-240 an adapter is necessary and the Franzus or a similar type works well. You will need one or more adapter plugs to plug into the various types of wall outlets. I have used these voltage adapters to run the Bearcat, charge strobe lights and NiCad batteries for a tape recorder and a H.T. Perhaps the most troublesome situations would be irregular voltage or voltage surges which might damage a receiver. The more developed the country, the less likely this will occur.

5) LANGUAGE- the question always arises- why should I monitor if I can't understand what's going on. I enjoy monitoring just for the challange of trying to locate active frequencies and then to attempt to pinpoint the source of activity. I have found that there is a certain rhythm and form to the transmissions of various agencies. Even without knowing a language, it is often possible to tentatively ID a police call, taxi cabs, business comms, etc. I'm sure many of us have done that with unknown transmissions in coded or partially encrypted text at home. Haven't you ever listened to government frequencies and played mental gymnastics with the 'coded words' used to describe either direction, location or individuals? Same type of thing.

I would also not rule out the possibility of hearing English spoken. English is used internationally for many purposes. Additionally, there are many English speaking personnel with commercial enterprises. On our first trip to Israel, while on the beach at Eilat on the Gulf of Eilat/Aqaba, I saw oil tankers anchored across the bay in Jordan. I heard the captains speaking English to the Harbor Chief in Aqaba. On our second trip, I set the Bearcat on search as soon as we hit the hotel in Jerusalem. The first transmission I heard was in English- a southwest American accented voice. These were the U.S. Peace Keeping Forces in the Sinai calling the Jerusalem office. So you never know what you might hear.

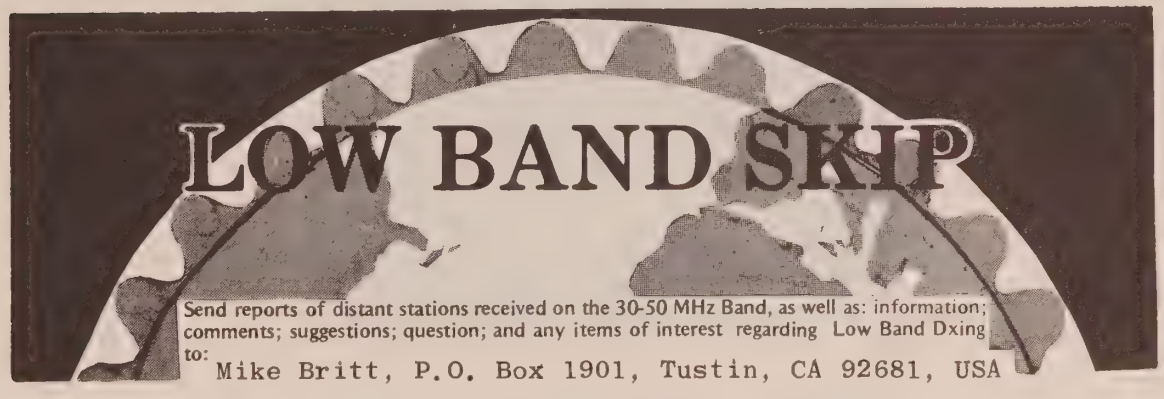
6) FREQUENCY- the area of frequency also poses a challange for the serious monitor. There are no 'Police Call' books or NTIS Microfiche cards for the rest of the world where frequency information is either very hush-hush or non-existant. In addition, a different area of frequencies is used for a low band. Most of Europe uses 66-90Mhz in place of our 30-50MHz. Some activity has been heard in that 30-50 range but it's mostly military and quite spotty. There is an additional problem especially in the U.K. In their low band, AM transmissions are used more than FM. These will not be received very well by scanners with only an FM discriminator.

There is usually plenty of action from 130-175MHz and even some in the UHF portion of the band. I have seen HT's with UHF sized antennas but failed to locate any traffic. I have been told that these transmissions could be below 406MHz. The newer receivers (such as the reported Regency that will cover 25MHz through to 1.2 GIGAHertz, continuously, and either AM or FM) will provide

the flexibility to check out all of these frequencies.

There are numerous other opportunities to use a scanner while out of the country on vacation. One of these is on cruise ships where intra-vessel comms can be most interesting.

I would hope that anyone travelling outside the U.S. will consider taking their scanners with them and will report whatever signals they might receive. It is not necessary to have an ID on the station. This way, if you send any information, Mike Britt (Low Band Skip Editor) and I will attempt to compile a list of active frequencies for travellers and skip DX-ers. Please send us your frequency information. נסיעה טובה


LOW BAND SKIP
Send reports of distant stations received on the 30-50 MHz Band, as well as: information; comments; suggestions; question; and any items of interest regarding Low Band Dxing to:
Mike Britt, P.O. Box 1901, Tustin, CA 92681, USA

Greetings!

This month's Low Band Skip column is rather short due to the fact that I am in the process of moving at this time (July). The resulting disorganization has caused me to postpone the planned subject for this month's column, which was a look at the Canadian skip reported by various RCMA members this past winter. If all goes well, that topic will appear here next month.

SUMMER E_s SKIP IN STRONG

A couple of RCMA members have reported that they had good reception of the storm induced "Sporadic E" skip this summer, at all times of day. Most common seemed to be "night skip", especially from the central and mountain states, where severe storms are common during the summer months.

Here in California, members were hearing skip from such states as Nebraska, Montana, Colorado, and New Mexico. On June 25th, I received a phone call from RCMA member Mike Consalvo, an Orange County FD firefighter stationed in Irvine. This was about 10:30 p.m., and over the scanner at Station 36, Mike was hearing Nebraska on 39.10 MHz. Taking the good tip, I too tuned in on the 39 MHz band, and heard a number of time checks from the Mountain Time Zone, as Mike had been hearing. The situation repeated itself for the next couple of nights, with activity strong from 39 to 46 MHz at times. Even the O.C.F.D. Tac 2 frequency of 46.06 was active with Trinidad FD from northern California being heard for a time.

To the East, both Chuck Robertson (IL-141) and Ricky Stein (NJ-001) reported activity from inversion layer conditions. Chuck was getting Spanish on such freqs. as 44.0, 44.4, 45.02, and 43.84 in the evening hours. Most of these seemed to be from Cuba.

The VHF-Hi band was not to be forgotten either, as the inversion ducts appeared up and down the coast. I had excellent reception of the Baja California VHF Hi frequencies, especially the repeaters from the Tijauna P.D. on 160 MHz (See RCMA Internat., Dec. 1982 newsletter) and the Mexican Federal Highway Police. It was interesting to hear the influence of U.S. law enforcement on

the communications in that part of Mexico. "Diez-Cuatro" (10-4), "Diez-Viente" (10-20: What is your present location?), "Diez-Ocho" (10-8: In service, enroute to the call) were among the many codes heard in use. Base IDs were: "Central" and "Control". Thanks to the repeaters, the "Unidads" (Units) could be heard quite clearly.

Signals from Space?

—photo by Saxon Donnelly

BERKELEY—An inexpensive search for signs of life in outer space has examined 10 million radio signals and found 10 worthy of closer scrutiny, a space scientist from the University of California, Berkeley reported recently. The automated search monitored radio signals picked up by a telescope and recorded those that might be telltale signs from extraterrestrial intelligence.

Before any of the ten signals can be considered strong candidates for messages from space, the scientist said, they must be re-observed at the same point in space where they were first detected. The odds against detecting a beacon beamed from space are literally astronomical, he noted. If a message is being sent, it must be tuned in at the right radio frequency, at the right time and at the right point in space to be picked up from earth.

Unlike other searches already attempted or proposed, the on-going project piggybacks on a radio telescope being used for other space research.

The results of a 35-day trial run of the system were reported at the winter meeting of the American Astronomical Society in Boston. Project Director Stuart Bowyer described the initial search that sifted through signals picked up by the 85-foot radio telescope at the Hat Creek Radio Observatory near Mt. Lassen, some 270 miles north of San Francisco.

UC, Berkeley's Radio Astronomy Laboratory manages the remote facility.

—Wallace Ravven

COMING SOON

.....some questions from RCMA members (What did I hear?)
(How can I hear?)
(When can I hear?)

.....an explanation of what "F_2" and "E_s" types of skip are and how they occur.

.....details on the conclusions of months of study of those 33.X75 repeaters and some final answers to the many questions about the three mystery repeaters on 33.475, 33.675, and 33.875.

Until next month,

s e v e n t y t h r e e ' s,

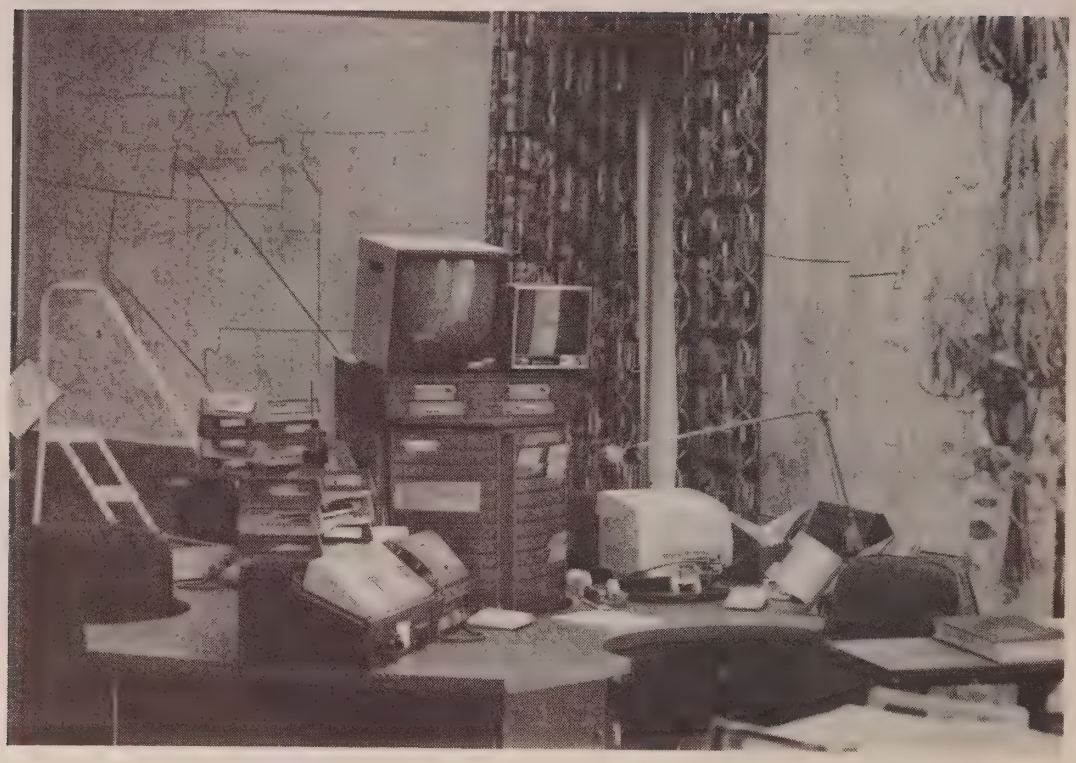
photo department

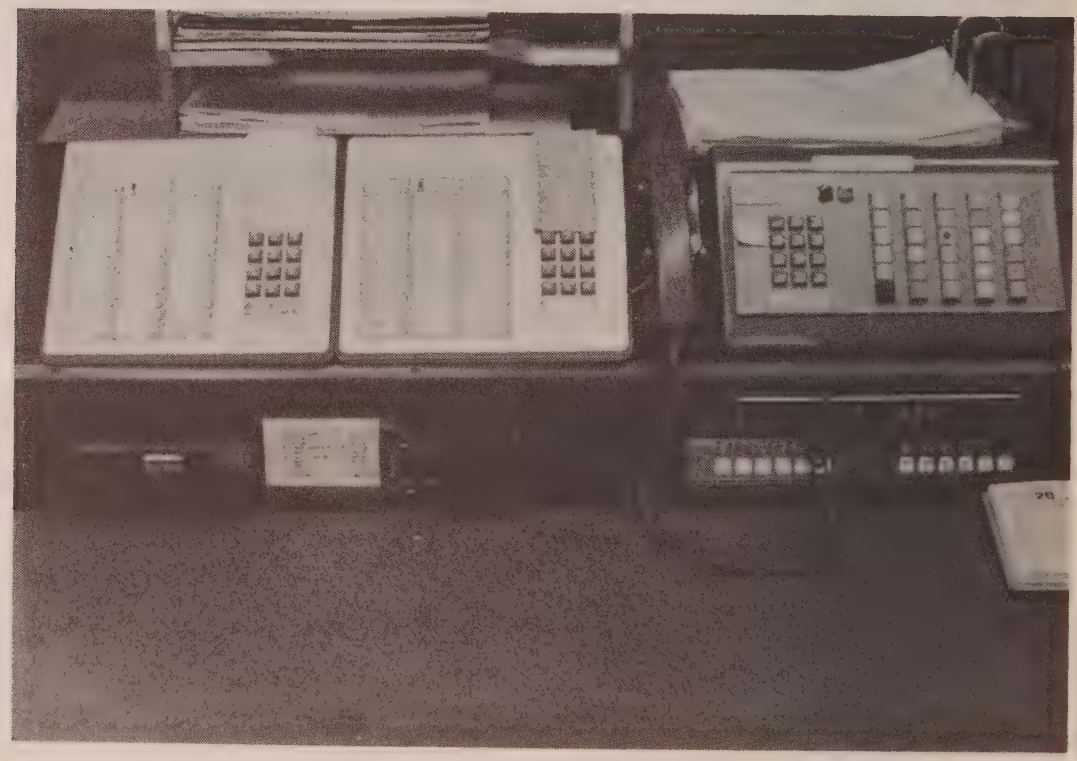
Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to:

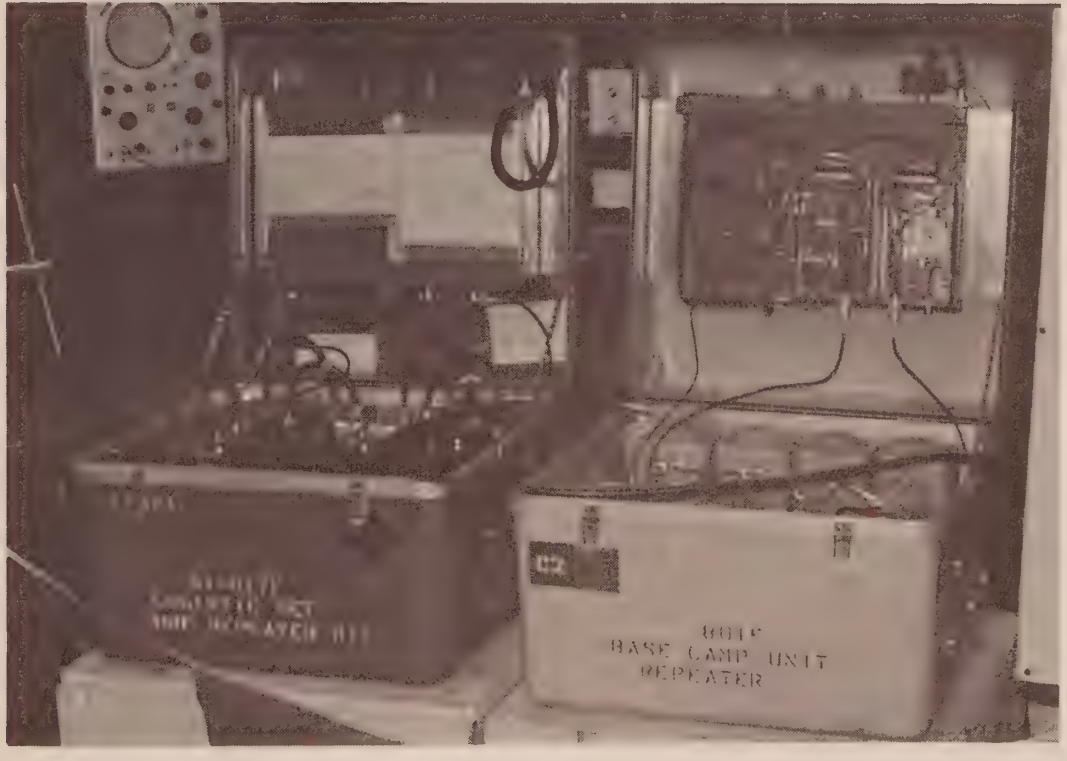
Hugh Stegman, 11622 Exposition Blvd., #2, Los Angeles, CA 90064

STOP THE PRESS - AGAIN!

Just as I started on September's user-friendly Photo Dept., an agent of the USPS brought me some interesting shots of radio gear shown at an open house in the Boise Interagency Fire Center. Those who monitor as much fire traffic as I do know BIFC (biff-see) as the large Federal facility operated by the six agencies shown in photo #1. BIFC's mission is to airlift vast supplies of firefighting gear, plus men and aircraft, to forest/range fires all over the U.S. and part of Canada. These pictures were taken by Casey Crookham (OR-054), who lives in Idaho. Since the fire season will be well underway by the time anyone sees these, I decided to run them right away.






BASE CAMP UNIT
REPEATER

The next two pictures show the aircraft communicator's position in BIFC's Logistic Support Office. From here, personnel can keep tabs on what goes where. Maps show the various ongoing fire operations, and orders for aid are kept in the rotating file under the TV monitors for runway and helipad areas. Tucked away beneath the phones (and more visible in the closeup) are a Norco air COMM radio and controls for VHF FM. Casey sent along a list of the frequencies used, which was forwarded to the Aircraft editor.

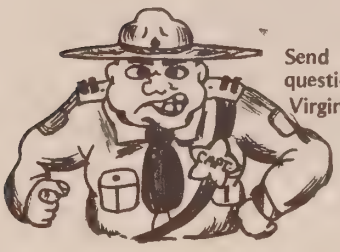
Photo #4 shows BIFC's several types of hand-held units. The Motorola at left is for the UHF logistics net (on 414-415 MHz). Next are eight-channel Motorola and G.E. H-T's for VHF TAC 1-3, air net, and either COM (command) 1-2 or 2-3, depending on which radio is used. COM channels are duplex (on portable repeaters at the fire camps) or simplex. Last are a Motorola with a touchpad, and a 6-channel RCA unit for all three COM channels, input and output.

In photo #5, the portable repeaters are for the UHF logistics net, and VHF COM-2 and COM-3. The back was taken off the VHF unit for display. The bottom of the fiberglass shipping case holds power and the big cavity resonators ("duplexers"). The last photo shows 16 brand new G.E. H-T's ready for shipping.

Casey sent some other good stuff, which will have to wait for other columns. Thanks to OR-054 for a good look at gear which is now in use at fires all over the country. 73, and stay cool where you are.

Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police; sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.



PUBLIC SAFETY — SOUTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Florida, Georgia, N. Carolina, S. Carolina, W. Virginia, and Virginia:

William Mauldin, 2268 N.W. 30th Rd., Boca Raton, FL 33431

With the upcoming Hurricane Season fast coming upon us, I remind all members in the RCMA Public Safety Southeast section to review your December 1982 RCMA Newsletter for a complete listing of the VHF amateur repeaters and emergency nets in your area. I also remind you that the amateur radio operators always hold emergency and health & welfare nets on shortwave (HF) during and just before a storm hits land. Even though it is a little out of my frequency coverage area, I will briefly mention some things which might be both of use and interest during the storm season.

Most amateur radio nets are held in the "General" portion of the amateur radio bands. This allows the frequency to be used by all HF voice qualified amateurs. There are five classes of amateur radio operators: Novice (allowed to transmit only in Morse Code on certain frequencies); Technician (allowed to use HF for Morse Code only - and voice privileges above 50 MHz); General Class (allowed the above plus HF voice/RTTY/SSTV privileges on the "general" portion of the band; Advanced Class (all of the above plus some added HF frequencies); Amateur Extra Class (All privileges allowed to all classes on all bands). Not to go off on this subject to a great degree, let me list some things which might help when you listen.

Amateur Frequencies (as of June 83):
1800-2000 KHz (160 meters), 3.500-4.000 MHz (80 meters), 7.000-7.3000 MHz (40 meters) 14.000-14.350 MHz (20 meters), 21.000-21.450 MHz (15 meters), 28.000-29.700 MHz (10 meters), 50.000-54.000 MHz (6 meters), 144.000-148.000 MHz (2 meters), 220.000-225.000 MHz, 420.000-450 MHz, 1215-1300 MHz, 2300-2450 MHz, 3300-3500 MHz, 5650-5925 MHz, 10.0-10.5 GHz, 24.0-24.25 GHz, 48.0-50.0 GHz, 71.0-76.0 GHz, 165.0-170.0 GHz, 240.0-250.0 GHz, and all freq-

uencies above 300 GHz. (I omitted 10.100-10.109 MHz and 10.115-10.150 MHz because, although authorized, it is on a test basis and there are no voice communications allowed in this band.)

Amateur Call Letters:
You can usually tell the class of most amateur operators by their call letters. Several years ago, the FCC started a new license identification program. Older operators who have kept their "one by three" (K4DXR is a "one by three" - one letter, the district number ("by"), and three letters) were not affected by the new program unless they change their calls. Any 1 by 3 or 1 by 2 call is considered an old call, all starting with letters "W" or "K".

The United States is allotted four letters for the start of radio identification call letters: W, K, A, and N. Under the new FCC amateur program, all Novice Class amateurs have a 2 by 3 call. An example of this would be KA1ABC. All Technician and General Class operators have a 1 by 3 call (N4ABC for example). All Advanced Class operators have a 2 by 2 call (KA2BC for example), and all Extra Class operators have a 2 by 1 call (mine is WG4R). Of course, there is nothing in the new program which says that an operator must change his call if he upgrades or moves from his district, but most operators are proud and like to get a new class call letter ID unless they have something really like. So you can generally tell what class a ham is by his call.

The USA is divided into 10 call districts. 1 is ME, NH, VT, CT, MA, RI. 2 is NY and NJ. 3 is DE, MD, DC, PA. 4 is VA, NC, SC, KY, TN, GA, FL, AL. 5 is OK, AR, TX, MS, LA, NM. 6 is California and Hawaii. 7 is AZ, UT, NV, WY, MT, WA, OR, ID. 8 is WV, OH, MI. 9 is WI, IN, IL. and "0" is MN, ND, SD, IA, NB, MO, KS, CO. For the record, Canada starts with "VE" and Mexico with "XE". Alaska is KL7. With this general information you can tell generally what area a ham is transmitting from, most of the time.

The American Radio Relay League (ARRL), Newington, CT 06111, offers a NET DIRECTORY which lists most VHF and HF nets free of charge if you write for a copy. As an added note, the lower portion of most of the frequencies listed above is reserved for Morse Code. The General Class voice portion is on the higher frequency area of each band.

In the August edition, we gave Northern Virginia some of our best coverage. To keep things together, here is a brief listing from the Greater Tidewater Area of Norfolk. For those members keeping notes, I would suggest you enter this with the data from last month.

Norfolk Police & Fire Frequencies:
F1 155.790 MHz - F2 155.640 MHz - F3 155.310 MHz - F4 156.210 MHz (repeater)
Mutual Aid ("T-Cap") between depts. is shown as 453.800 MHz.
154.190 MHz (Fire Dispatcher City-wide); 154.235 MHz (Fire Scene); 154.295 MHz (Mutual Aid)

Virginia Beach:
Fire F1 460.525 MHz; Fire F3 460.575 MHz; Rescue & Paging 154.370 MHz; Mutual Aid 154.295
Police: (Editors note: We show from the material submitted that Virginia Beach PD is still operating on VHF, however, two new UHF channels have been assigned and may be in use by the time this information is printed. Both are listed.)
F1 (VHF) 158.850 MHz repeater, F2 (VHF) 158.790 MHz repeater
F1 (UHF) 460.150 MHz repeater, F2 (UHF) 460.400 MHz repeater
156.150 (Police Surveillance); "T-Cap" Mutual Aid 453.800 MHz
39.280 MHz (Sheriff local); 39.500 (Sheriff state-wide); 39.060 Mhz (Sheriff & Park Rangers)
155.400 ("HEAR"); all standard MED frequencies; 462.950 MHz (Med Call 1)
462.925 MHz (Med Call 2); 155.175 MHz (Ambulance - Council of Vol Rescue Squads)
154.980 (Public Works); 453.725 MHz (School Admin); 155.145 MHz (City Utilities);
155.145 MHz (Public Utilities); 153.575 MHz & 153.515 MHz (VA Power).

Virginia Beach Police First Precinct (100 units) use F2, Second Pct F1, Third Pct F2. The Traffic Bureau, K-9, Juvenile Bureau, Detective Bureau and Animal Control, operate on both F1 & F2, depending on assignment areas. The standard Code 1, 2, 3 Emergency Codes are used - BUT IN REVERSE of most departments. Code 1 means siren & lights are to be used in response!

Virginia Beach Ten Signals - Full listing:

10-1	Radio Receiption is poor
10-2	Radio Reception is good
10-4	Acknowledgement
10-7	Out of service
10-8	In service
10-20	Location
10-28	Request vehicle registration data
10-29	Request check for stolen or wanted
10-36	Correct time
10-97	Arrived at location of complaint
10-98	Cleared assignment, available for call.

NORTH CAROLINA FOREST SERVICE

Regions and Districts

Region 1 Kinton, Region 2 Albemarle, Region 3 Asheville
District 1 Asheville, District 2 Lenior, District 3 Rockingham, District 4 New Bern
District 5 Rocky Mount, District 6 Fayetteville, District 7 Elizabeth City, District 8 Whiteville,
District 9 Sylva, District 10 Lexington, District 11 Hillsborough, District 12 Mt Holly,
District 13 Fairfield

Frequency Distribution Assignments

F1 or "A" - Districts 2, 8, 11, 13	31.340 MHz
F2 or "B" - Districts 4 and 12	31.420 MHz
F3 or "C" - Districts 6, 7, 9, 10 and R-1 HQ	31.460 MHz
F4 or "D" - Districts 1, 3, 5	31.540 MHz

Key to Mobile Call Signs

1. Raleigh Office: All call signs start with word "Raleigh".
2. District Office: In Districts 1 through 9, call will be two digits (1-1, 1-2 for Dist. 1)
   In Districts 10 through 13, call will have dist no. and unit (10-1 for Dist 10)
3. County Ranger or Forester: First digit is district, second is unit ID number.
4. All vehicles except private corps. will be keyed by having prefix consist of the district number and the field office name.
5. Private Co-operators: All call signs being with company name and then unit ID number.
6. Hauling Units: District number, letter "X", unit number.
7. Tractor Units, Nurseries, Warehouses, Pest Control, Lake unit all start with unit assignment and then the unit ID. Example: "Tractor 5"
8. Region personnel have Region number and then unit call sign.

NC Forest Service Signals

Signal 1	In service, give location when calling in.
Signal 2	Out of service, give location.
Signal 3	Relay message to ----------.
Signal 4	Make no mention of law enforcement.
Signal 5	Officials present.
Signal 6	Answer me on other than your assigned frequency.
Signal 7	Seedlings being sent to your District.
Signal 8	You are not using the correct radio procedure. See page ---- of your radio handbook for information.
Signal 9	Today's build-up index for this station is ------.
Signal 10	Report your District's fire situation to Asst. Director of Operations by phone.
Signal 11	Standby for official weather forcast from this station in 2 minutes.
Signal 12	My plowing unit sent to fire at --------.
Signal 13	Keep traffic to a minimum, fire reported in this District.
Signal 14	Give your unit's fire situation report on fires which have started between 0001 and 2400 (local time) on --------. Example: Chapel Hill to Bayleaf, Signal 14 Sunday...
Signal 25	Alert ----- for fire duty in District ----.
Signal 26	Please call my residence and say I will return home at ------.
Signal 99	Blow-up Alert!

(Any RCMA members who have additional data on this Forest Service or like services in other states, please send this editor the information. This is interesting listening if you live in a rural area and have a forest tower close by! Let's cover all states in the PS/SE area! Thanks!)

In response to considerable mail from members who are planning a visit to the Southeast Florida Gold Coast area, here is a complete frequency listing for the area. Should you plan a trip down this way, I suggest that you note the data listed for your trip. Please bring any corrections to the attention of your editor. Codes used by many of these departments have been listed in earlier editions. Securing copies of earlier editions is suggested if you do not have them!

Monroe County

Monroe County Sheriff

154.725 Repeater	North/South Keys, Sheriff's Dispatch
154.755 Repeater	Central Keys, Sheriff's Dispatch
154.785 Repeater	Info & Tac, Sheriff's Dispatch
154.815 Repeater	Key West Dispatch
45.100 Base	Point to point Base communications
45.140 Base	Disaster Preparedness

Florida Highway Patrol (See FHP Listings)

Dade County

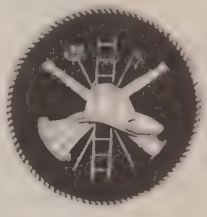
Dade County Public Safety Department (Metro)

155.910 Repeater	DPS Northeast Dispatch
155.730 Repeater	DPS Northwest Dispatch
155.190 Repeater	DPS Central Dispatch
156.160 Repeater	DPS Tactical Dispatch
155.970 Repeater	DPS Headquarters Staff Dispatch
155.700 Repeater	DPS Airport Area Dispatch
155.790 Repeater	DPS Information Channel
155.985 Repeater	DPS Surveil.& Marine Repeater
156.015 Repeater	DPS West Dispatch
155.955 Repeater	DPS South Dispatch
156.210 Repeater	DPS Southwest Dispatch
155.220 Base	Randell Eastern Ambulance Dispatch
453.700 Repeater	Dade Metro Fire Dispatch, North
453.800 Repeater	Dade Metro Fire Dispatch, South

City of Miami

453.300 Repeater	District 3 Dispatch
453.350 Repeater	District 1 Dispatch
453.450 Repeater	District 2 Dispatch
453.050 Repeater	Surveillence
453.500 Repeater	Information Channel
453.550 Repeater	Special Events
453.750 Repeater	Tactical Channel
*37.120 Base	INTERAGENCY, USED ALL DADE COUNTY
*37.180 Base	Civil Defense, County-wide Plectron Alerting
453.100 Repeater	Fire F1 Dispatch, City-wide
453.150 Repeater	Fire F2 Tactical, City-wide
453.200 Repeater	Fire F3 Administrative
453.325 Repeater	Medical / Fire Rescue Squads

City of Miami Beach



460.525 Repeater	Fire Dispatch
460.550 Repeater	Fire Dispatch
460.400 Repeater	Police, F1 Dispatch
460.425 Repeater	Police, F2 Information
460.475 Repeater	Police, F3 Tactical
460.450 Repeater	Police (unknown use)
460.500 Repeater	Police (unknown use)

General Interest Frequencies

*37.180 Base	Used Metro-Dade Civil Defense
	One way notification and paging of emergency data
161.640	WNWS Radio 790 Traffic/News reporters
161.670	WVCG Radio 1080 Traffic/News reporters
161.760	WIOD Radio 610 Traffic/News reporters
170.150	WGBS Radio 710 Traffic/News reporters
	WPLG-TV also has access to these reports
	Metro-Dade CD has access to this frequency
173.225	Miami Herald reporters
173.325	Hollywood Sun-Tattler reporters
173.375	Ft Lauderdale News reporters
450.0875	WCKT-TV CH 7 (NBC) reporters
450.1125	WTVJ-TV CH 4 (CBS) reporters
450.150	WCKT-TV CH 7 (NBC) engineering
450.2875	WPBT-TV CH 2 (PBS) reporters/engineering
450.3125	WCIX-TV CH 6 (IND) reporters
450.3875	WTVJ-TV CH 4 (CBS) engineering
450.450	WFTL Radio 1400 Traffic/News reporters
450.4875	WKAT Radio 1360 reporters
450.5875	WPLG-TV CH 10 (ABC) engineering
450.6125	WPLG-TV CH 10 (ABC) reporters
450.700	WQBA Radio 1140 Traffic/News reporters
452.975	Miami News reporters
455.550	WINZ Radio 94 Traffic/News reporters

RCMA

Radio Communications Monitoring Association

P. O. Box 4563 / Anaheim, CA 92803 USA

1. Name _____

Address _____
(street or P.O. Box number)

_____
(city, state, & zip code)

Telephone number (____) _____
(area code)

Best time to call you: __a.m. __p.m.

Do you for any reason want your last name and address withheld from the RCMA Newsletter new members list?

-----Yes

----No

2. What year did you begin the hobby of monitor radio listening?

19__

3. Is your monitoring (check one of the following):

__all mobile

__all home based

__mostly mobile

__mostly home based

__about half and half

4. How high above the ground is your highest outdoor base station monitor antenna, if any? _____

5. What receivers do you use? _____

6. What outdoor base station antennas, if any, do you use for monitoring? _____

7. Do you have any additional radio hobbies such as:

__Amateur Radio (give call and class)

__CB

__Shortwave listening

__BCB DXing

__TV & FM (88–108 MHz) DXing

__Other _____

8. To what other radio clubs, if any, do you belong (excluding Amateur & CB)? _____

9. What is your occupation? _____

10. Above 30 MHz, to what do you listen most? (Check one or more of the following.)

__Fire
__Forestry
__Sheriff
__Police
__Highway patrol
__State police
__ U.S. Gov't.
__Trains
__Mobile telephone
__Local governments
__Road departments
__Utility departments
__ Ambulance
____Paramedics
__ News media
__ Business
__Private patrol or security
__VHF marine
__VHF aircraft (118–136 MHz)
__UHF aircraft (225–400 MHz)
__Satellites

11. To what other agencies or services do you listen on which you would like to compare notes with other monitor listeners?

_____

12. Do you have a cassette recorder?

__Yes

__ No

Are you interested in corresponding with other RCMA members by tape?

__Yes __Possibly

__ No

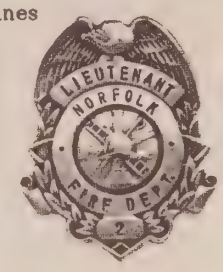
13. Where and when did you hear about RCMA? _____

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

Broward County

Broward County Sheriff & Central Dispatch Center CDC Dispatch Center #1

154.710 Repeater	Primary Dispatch, Channel "A", Sheriff
154.740 Repeater	Information, Channel "B", Sheriff
154.950 Repeater	Tactical Dispatch, Channel "C", Sheriff
154.830 Repeater	Tactical Dispatch, Channel "D", Sheriff
154.890 Repeater	CDC North: Coral Springs, Margate, N. Lauderhill Tamarac Police Depts.
154.860 Repeater	CDC Central: Plantation, Lauderhill, Sunrise Lauderdale Lakes Police Depts
154.800 Repeater	CDC South: Cooper City, Davie, Pembroke Pines Parkland, Sea Ranch Lakes Police Depts.
154.130 Repeater	CDC West:
154.250 Base	Broward County VFD Fire dispatch
471.1125 Repeater	Broward County EMS, Ambulance Dispatch
462.975 Repeater	Broward County EMS Med Comm Assignment



City of Ft Lauderdale CDC Dispatch Center #2

460.050 Repeater	F1 North Dispatch, Police
460.100 Repeater	F2 NE & Downtown Dispatch, Police
460.125 Repeater	F3 South Dispatch, Police
460.300 Repeater	F4 Information, Police
460.200 Repeater	F5 Detective, Police
460.325 Repeater	F6 Tactical, Police
470.6125 Repeater	Fire Rescue Dispatch, City-wide
470.6375 Repeater	Fire
470.6625 Repeater	Fire
470.6875 Repeater	Fire
470.7125 Repeater	Fire

City of Hollywood CDC Dispatch Center #3

460.025 Repeater	West Dispatch, Police
460.075 Repeater	Central Dispatch, Police
460.175 Repeater	Tactical DVP, Police
460.225 Repeater	Tactical, Police
460.275 Repeater	Information, Police
460.375 Repeater	Southeast Dispatch, Police
460.525 Repeater	Fire Dispatch
460.625 Repeater	Fire Dispatch

City of Pompano Beach CDC Dispatch Center #4

470.7375 Repeater	Primary Dispatch, Police
470.7625 Repeater	Tactical Channel, Police
470.7875 Repeater	Information Channel, Police
470.8125 Repeater	CDC #4 Tactical Channel
470.8375 Repeater	CDC #4 Tactical Channel

Palm Beach County

Palm Beach County Sheriff CDC Dispatch Center #1

154.815 Repeater	West Dispatch, Sheriff
154.845 Repeater	Secondary Uniform Channel, Sheriff
154.755 Repeater	Digital Channel, Sheriff
154.725 Repeater	Central Dispatch, Sheriff
154.785 Repeater	East Dispatch, Sheriff
156.650 Repeater	Tactical, Sheriff
155.340 Base	Palm Beach County Med-Com
462.950 Repeater	Palm Beach County Med-Com Dispatch
154.190 Base	Del-Trail Fire Dept (south county)

CDC Dispatch Center #3 - Boca Raton, South County

471.0375 Repeater	Boca Raton Police Dispatch
471.0125 Repeater	Delray Beach Police Dispatch

Public Safety - South East continued

470.9875 Repeater
Boynton Beach Police Dispatch
470.3875 Repeater Tactical Channel

470.5375 Repeater Information Channel

154.400 Base Boca Raton Fire Dispatch
154.265 Base Fire Mutual-Aid

CDC Dispatch Center #4 - West Palm Beach, Central County
155.010 Repeater West Palm Beach Police, Dispatch
155.145 Repeater West Palm Beach Police, Dispatch

155.430 Base Lake Worth Police Dispatch
155.145 Base Lantana Police Dispatch

Martin County Area - CDC Dispatched by Sheriff
460.500 Repeater Primary Dispatch, Sheriff
460.400 Repeater Tactical Dispatch, Sheriff
460.475 Repeater Stuart Police Dispatch
460.125 Repeater Jupiter Police Dispatch
460.450 Simplex Low power simplex, county-wide

My thanks to Bill, NC-009 for his contribution on Tidewater Virginia and the NC Forest Service. Bill also mentions that the NC WILDLIFE RESOURCES COMMISSION (see RCMA JUN 83) is using the WUND-TV tower in Morehead City for two repeater transmitters (159.315 and 159.225). Joe, MD-015, advises that Tampa Bay Monitoring (RCMA MAY 83) should be corrected to show (1) St. Petersburg Fire is 154.070, (2) St. Petersburg EMS to Hospital is 463.050, (3) 155.220 is Hillsbrough County EMS Dispatch, (4) Tampa Ambulance to Hospital is 463.075, USF Campus PD is 463.075, (5) Fla Marine Patrol in Tampa Bay is F1 45.00 & F2 44.80. Bob (NC-???) advises that corrections to Monitoring Charlotte (RCMA JUN 83) are (1) 475.100 Baker 1 & 4 units, (2) 475.400 Baker 2 & 3 units, (3) 475.500 Adam 1 & 4 units, 475.550 Adam 2 & 3 units F5, 475.575 F6 Charlotte PD. Chip (NC-045) advised regarding the same article, Mecklenburg County VFD has moved to 156.165 for dispatch, 153.815 now F2 for fire traffic, 154.165 for F3 fire scene, and 154.280 F4 is still state-wide mutual aid. F1 and F2 are now repeaters for betters coverage. If you monitor these areas, correct your notes! Please keep me updated!! And THANKS GUYS!!

Radio Shows and Flea Markets for the Public Safety Southeast area for this period are as follows: September 3 & 4 Southeastern Repeater Hamfest in Shelby, NC at the fairgrounds... This is the BIG one for the Southeast!! Sept 8 & 9 Hamfest & Computer Show in Virginia Beach, VA! Sept shows are also scheduled for Clearwater FL, Chattanooga TN and Savannah GA. The details are not available at press time. Ask any amateur operator in your area for full details! (Courtesy CVRA Repeater Journal).

This column is a result of the efforts of RCMA members! Have you sent your editor anything lately? I can only print it if you keep me updated from your notes!! Keep in touch!! 73s, Bill.

PUBLIC SAFETY — SOUTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Alabama, Arkansas, Louisiana, Mississippi, Tennessee, Oklahoma, and Texas:

Ken Pehl, 108 E. Centre St., Fredericksburg, Texas 78624.

Hello! This column, by necessity of being on deadline and an under-the-weather editor, may be somewhat disorganized. The 1st Annual (yes!) Texas RCMA Convention is now history. (The convention having been held just 2 weeks before the column deadline.) The meet went rather well, all things considered, especially with three novice planners at the helm. Approximately 14 attended the meet. I'd like to thank those who made the effort to attend. I believe everyone had a great time. The after convention meal at the Marrimont Cafeteria was enjoyed by all. I must compliment the city of Austin for the wonderful, convenient facilities of their public library. I know a number of members added to their notebook collection. I know I did. For those not attending or were unable to attend for important reasons, I'm sorry you missed out on some terrific info swapping. I might point out that several of the attendees mentioned missing some of our Dallas-Ft Worth area friends. It was too bad DFW wasn't represented. We really missed you, DFW members!

Before the convention date arrived, several people wrote in to say they

were unable to attend this year's event due to schedule conflicts, but that they were planning on next year's meet--simply assuming there would be one again. Indeed one necessarily absent member, Gary Fitts, wrote in to volunteer as co-ordinator for next year's event--well before the first convention was even held! What can you say to such enthusiasm? The conventioneers overwhelmingly endorsed the idea of another meet next year! Yes, volunteer chairman, you have the job. So, dear readers, contact Gary Fitts, TX-94 (address: 104 W. 4th St., Rusk, TX 75785), let him know of your interest and your ideas for making the 2nd Annual Texas RCMA Convention a better one, give him ideas on what to do better, different, the same, whatever, etc. Just a suggestion--please include anSASE in your note for Gary to write you back. Before moving along to this month's material I would like to again thank all those who made the first convention the success that it was by attending.

And now we best move to our contributions for the month. As we left you last month the DFW area systems were highlighted. Owing to the long lead time in publishing the newsletter, we haven't had any feedback on those items yet. Already one additional piece of news has come forth: The Dallas PD unit numbering scheme simply is the channel number plus two additional digits. (Thanks and credit to Phil Porter, TX-97.)

We had promised more from Gary Fitts, so here is what Gary has on Ft Worth Fire Department:

- Fort Worth Fire Department-

154.250 = Dispatch (Central To Stations)

Channel 1 = 460.525 = All in service units not responding to fires (Returning from Fires,Training,Inspections)
Channel 2 = 460.550 = Primary Response and Fireground Channel

Channel 3 = 460.600 = Secondary Response channel-Mobile channel

Channel 4 = 460.625 = Paging-Administration-Prevention

Administration Units
C1=Chief C2=Deputy Chief(Emergency Operations)

Apparatus Code
P=Pump(Note: Engine is Called Pump in the F.W.F.D.)
L=Ladder Q=Quint Aerial
SQ=Squad HM=Hazardous Materials
DC=District Chief
T=Attack Tanker

Station 1	(D2) Pecan & 1st	:P1-L1
Station 2	(D2) Cherry & Texas	:P2-L2 -DC2
Station 3	(D4) Ramey & Edgewood	:P3
Station 4	(D4) Old Mansfield Rd	:P4
Station 5	(D2) Evans & Dashwood	:P5- -T5
Station 6	(D5) University & White Settlement	:P6
Station 7	(D4) John White & Morrison	:P7 -T7
Station 8	(D2) Rosedale & Lake	:P8-L8
Station 9	(D3) Polaris & I 35	:P9
Station 10	(D1) Lipscomb & Cantey	:P10 -DC1
Station 11	(D3) Grand & Lee	:SQ2- SQ2C1(HM)
Station 12	(D3) NW 22nd & Main	:P12-L12 -T12
Station 13	(D3) Lea Crest Lane & South Ridge	:P13
Station 14	(D4) Ave.I & Bishop	:P14-L14
Station 15	(D3) Azle Ave. & Robinson	:P15- -T15
Station 16	(D5) Geddes & Giulford	:P16-L16 -DC5
Station 17	(D1) Felix & I 35 W	:P17-L17
Station 18	(D5) Carelton & Camp Bowie	:P18
Station 19	(D3) Carnation & Sylvania	:P19 -DC3
Station 20	(D4) Woodhaven Blvd.	:P20- -Q20-DC4-T20
Station 21	(D1) South Hills & Oakland	:P21-L21
Station 22	(D4) Wilbarger & Edgewood	:P22 -T22
Station 23	(D5) Portales & Normandale	: -Q23 -T23
Station 24	(D4) Handley & Lancaster	:P24-L24

Public Safety - South Central continued

Station 25(D3)N.Main	:P25-		-T25
Station 26(D1)Hulen & Wrigley	:	-G26	-T26
Station 27(D4)Holder & Hurst Blvd.	:P27-		-T27
Station 28(D1)Everman School Rd & Forum Way	:P28-		-T28
Station 29(D1)Westcreek & McCart	:P29		
Station 30(D1)S.W.Blvd.	:P30		

Station Summary by District:
District 1--Southside--Stns 10, 17, 21, 26, 28, 29, 30
District 2--Downtown--Stns 1, 2, 5, 8
District 3--Northside--Stns 9, 11, 12, 13, 15, 19, 25
District 4--Eastside--Stns 3, 4, 7, 14, 20, 22, 24, 27
District 5--Westside--Stns 6, 16, 18, 23

And before we move along to other area news, let us take a quick look at an interesting area called the Dallas/Ft Worth Regional Airport. Another Gary, Gary Bottrell (IL-73) sent an article from a magazine called "Law Enforcement Communications". Highlighting some points made in and paraphrasing from the article, entitled "Lifesaver Airport Program" written by Jim Street:

> The DFW Regional Airport covers a large area of real estate, which falls into a number of different jurisdictions, including two counties and four cities. When the airport was planned, use of the available city services was unacceptable due to the many different jurisdictions involved. Therefore the airport formed their own service agency called the Dallas/Ft Worth Airport Dept. of Public Safety (not to be confused with the State of Texas Dept. of Public Safety). All the officers employed by the Airport DPS are trained as qualified law enforcement officers, then are cross-trained for Emergency Medical Technician (or Emergency Medical Attendant) certification, and finally they take fire fighting training. Officers assigned to the ambulance detail are trained for Paramedic certification. Thus manpower can be mustered up to meet any situation and their training covers the situation. Law Enforcement training includes, of course, anti-highjacking measures and a close co-operation with the FBI. The Airport DPS' EMS vehicles are equipped to be emergency rooms on wheels and the communication equipment, including telemetry, can inter-face with either Parkland Memorial Hospital in Dallas, or John Peter Smith Hospital in Ft Worth, the EMS Hospital centers in their respective cities. The EMS personnel choose the option which best suits the patient.

To round out the coverage on DFW Airport, I dug out the old "Scanning DFW" bulletins, produced by the now defunct RCMA/Dallas Chapter, and will reproduce a page from their bulletin to show the radio systems. (Due to the date of this material, May 1982, some data may be incorrect.)

Communications Profile: DFW Airport DPS

Compiled by Mike Brewer, Steve Hiegel and David Coursey

(Excerpt from "Scanning Dallas/Ft Worth" May, 1982 issue)

F1– 460.350 RO Main Dispatch
F2– 460.450 RO NCIC, Car-to-Car
F3– 453.050 RO Fire/EMS Dispatch
F4– 453.800 RO Main Airport Operations
453.500 Transportation/Airtrans
453.225 Maintenance

The DPS Communications Center at Station One monitors F1-4 and has a scanner to monitor aircraft frequencies. All fire alerts are preceded by a single frequency alert tone. EMS runs are preceded by touchtone tones.

The DPS operates three stations, with station three closed during the night on occasion.

Each station has at least three pieces of fire apparatus, with the units carrying a two digit designator. The first is the station number, the second is the type of apparatus, as follows: X1 is the small, dual agent crash truck, X2 is the large, foam and light water crash truck and X3 is the normal fire engine. (For example – 22 is the large crash truck at station two.)

Additionally, the DPS operates the following apparatus (partial list):

18 – Pickup truck fire engine at Station One. Used for fires in underground parking lots.
14 – Ladder Truck at Station One.

65 and 66 – Paramedic MICUs. Only one is usually in service. Staffed with one paramedic.
74 and 75 – Police Paramedics. These squads are equipped with ALS gear and respond with the MICU to provide a second paramedic.

29 – Four wheel drive vehicle which pulls trailers of triage supplies.

70-75 – Police Squads.

The Chief of the department has a mobile phone. All the fire apparatus also have a ground control radio 121.65 (E) and 121.8 (W). The paramedic MICUs can transmit telemetry or medical information on either the Dallas or Tarrant County systems. They most frequently transport to Irving Community and H-E-B Hospitals.

ALERT ONE – STANDBY AT STATION
ALERT TWO – AIRCRAFT IN TROUBLE
ALERT THREE – FALLEN AIRCRAFT

The three stations are located as follows:

Station One – Southeast Side–Runways 17L and 35R, Terminal Areas
Station Two – Northwest Side –Runways 17R and 35L, Westside Terminals
Station Three – Far East Side -- Runways 13L and 31R

Attention is drawn to the Intercity system (155.370 and 154.950) which will be used during a disaster and to the large amount of federal activity at the airport. The airlines also have company frequencies on both the aircraft and UHF bands. Additionally, emergency traffic could also be covered on the ARINC system.

★★★★★★★★★★★★

And now some news briefs gathered from here, there, and everywhere:
--The Austin PD recently have re-aligned their patrol sectors somewhat, changed the platoon districts, time shifts, re-named their old Charlie-North sector "Edward" sector, and re-formated the patrol unit numbers. Things are still being pieced together at press time but for the purposes of general information---APD patrol unit numbers are now a letter plus two digit format. The letter, as before, signifies the sector (and dispatch channel). The first numeral signifies the District number (1 thru 4). The last digit represents the unit number which is assigned to a district (a 1,2,5, or 6). The last digit also signifies the shift (three shifts), in a pattern that is too hard to explain here and gets far too detailed for the purposes of this newsletter. x-60's series units are Accident Investigators (x = sector letter). U-90's and U-91's are Senior Sgts. T-xx units are Traffic units. S-xx units are spare or support back-up units. G.A.-xx units are general assignments units. STEP-xx units are Selective Traffic Enforcement Program patrols, a temporary special DWI detail. Walking Beat units are designated as WB-xx type units (xx = signifies shift and unit number). Edward sector still runs on the old Charlie-North dispatch frequency. All other frequencies are still the same-yet. (Thanks to Rich, TX-43, Dave, TX-32, and Rich Ketchum, plus other Austin monitors for this excellent rundown. If anyone needs any further details, please contact them.)

A correction to our announcement in the June 1983 newsletter column reference to DPS Ch 8 and the frequency 156.210. We'll let Phil correct it in his own words: (from Phil Porter, TX-97)

> The DPS frequency 156.210 is used as a simplex (B/M) secondary dispatch in Houston (and possibly other Texas metro cities). 156.210 (M/M) is also used as a car to car frequency by L&W troopers in some areas.
>
> 156.210 has been found to be in the channel 8 position in the above two cases. This does not mean that this ch. position will become standard.
>
> Ch. positions 7 & 8 are listed as "For Future Expansion" in the current DPS manual. This info was confirmed by two DPS sources.

(Editor's note: It seems I'm snake bit with my wording when it comes to writing anything about 156.210 in usage or description. Check the column over the last year or so and you will see. I apologize to Phil and to the readers for consistently messing up on this point. The material upon which the June col. was written was gathered from a phone conversation. As Phil has said, the entire matter lost a lot in the translation. Nevertheless, some of my sources have indicated that DPS Ch 8 is reserved for "local option use". With the usage 156.210 seems to have, it fit the description, so I assumed that to be the case. That was my mistake--to assume.)

The DPS Area Sgts. in Region 2A are changing their unit numbering from the old 2300's series to a new "California" style numbering such as for example, 2A14. Rumors are that this style format may be adopted in other DPS Regions someday. (From Phil Porter, TX-97)

Addendum to the Skywarn frequencies listed in the June 1983 column: Houston/Harris County SKYWARN operates on the Houston Amateur Radio Club repeater 146.880 R (146.280 input). (From Jerry Reimer, TX-54, & KA5QAP)

Rumor Dept: Supposedly DPS Unit 100 (helicopter) is the only craft in the DPS fleet equipped and/or qualified to operate under night flight operations. ...City of Jacksonville, Texas possibly going to a centralized dispatch center for police, fire, and EMS. Also possibly changing to UHF. ...Cherokee County, Texas supposedly setting up a county wide fire communication network. ...Lots of talk regarding Lufkin (TX) and Nagcogdoches (TX) PD's changing to UHF.

FACT Dept: Rusk State Hospital added numerous more pagers to their 155.085 operations. ...Lufkin FD added a new channel to their system--Ch 3 = 153.890. Usage uncertain at press time. ...Longview PD will be changing to UHF in the future--frequencies are unknown at present. ... State Highway Dept. maintenance foremen in many counties are being and have been equipped with VHF high band radios, with law enforcement inter-city crystals and, in some cases, their Sheriff Office primary channel crystal installed. (Thanks to Gary Fitts, TX-94) (Editor's note: Rumors also have it the State Highway Dept. will be going to VHF high band for their own operations. Does anyone have any concrete info?)

Irvin Smith, TX-22, wrote in to inform us that shortly after the Ft Bend County Radio System article was published in the March 1983 column, the county unit numbers were completely revamped. In addition, Irvin corrected a few errors regarding dispatching frequencies by a few municipal police departments. So we will wrap up this column with a complete overhaul article on Ft Bend County as written by Irvin.

FORT BEND COUNTY, TEXAS RADIO SYSTEMS
(Revised edition) by Irvin Smith, TX-22

LAW ENFORCEMENT CH's---

Ch 1 155.925 R KWF 872--Ft Bend Co. S.O.-primary dispatch (R in=153.980)
Ch 2 frequency varies with agency--
155.535 R KUQ 775--S.O. task force/admin. ch (R in=153.740)
155.250 B/M KUQ 775--S.O. Supervisor's ch--"S-2"
156.090 B/M KWF 847--Katy PD dispatch (Units=900's)
155.655 B/M KEG 378--Missouri City PD dispatch (Units=600's)
155.715 B/M KWL 630--Rosenberg PD dispatch (Units=200's)
154.025 B/M KKG 740--Stafford PD dispatch (Units=500's)
155.625 B/M WXY 496--Sugarland PD-primary dispatch (Units=300's)
(155.955 B/M WXY 496--Sugarland PD-secondary ch--ch number unknown)

Note #1: The Houston city limits extend into Ft Bend County; therefore Houston channels 460.050=So. Central Ch and 460.150= S.W. Ch need to be considered also.)

Ch 3 & Ch 4 - Inter-city channels
37.18 & 37.26 B/M KKB 268--County S.O. (dispatches Fresno VFD on 37.26)
37.14 & 37.18 B/M KKJ 375--City of Rosenberg license--use?

Note #2: On Ch 1 primary, the S.O., in addition to its own units, dispatches for the following municipal PD's---Arcola, Fulshear, Kendleton, Needville, and Richmond. Although some of the above listed townships indicate having a license for some of the other townships dispatching frequencies, those channels are not, at present, being used. The PD's utilize the S.O. primary for intra-county

co-ordinating communications. Furthermore, some Ft Bend Co. mobiles are equipped for Harris Co. S.O. Ch 2=153.920 rptr and with Rosenberg PD dispatch Ch=155.715 simplex. In addition, Richmond PD is <u>licensed</u> for Brazoria Co. S.O. Ch's.

UNITS:

1 = Sheriff; 2 = Chief Deputy
3100's = Patrol Div.
3101 = Patrol Lt. (Unit 6 on S-2/2)
3110--3113 = Patrol Sgts.
3129--3166 = Patrol Deputies
3412--3423 = Warrant Officers
3460 = Communications Sgt
3490 = Crime Prev. Officer
3500's = CID
3600's = ID Div.
3700's = Jail Officers
3820--3824 = Civil Warrant Div.
3900's = Reserves Div.
3901 = Reserve Deputy Supv. (Unit 5--S-2)
3902--3964 = Reserve Deputies
3990--3992 = Resident Deputies

Other County Agencies (dispatched by S.O.):
500 = County Fire Marshall
1505--1506 = District Attorney's Office
1550--1553 = Animal Control Officers
1570--1575 = Adult Probation Dept.
1580--1585 = Juvenile Prob. Dept.
1600--1602 = Diving Team

1191 = Justice of Peace Pct 1
1292 = J. P. Pct 2
1393 = J. P. Pct 3
1494 = J.P. Pct 4
1100--1121 = Constable Office Pct 1
1200--1223 = Constable Office Pct 2
1300--1330 = Constable Office Pct 3
1400 = Constable Pct 4

1x90's = County Commissioners Pct-x (x = filled by appropriate Pct number)

Municipal PD's: (* denotes dispatched by S.O. on S.O. primary ch)

200's = Rosenberg PD
300's = Sugarland PD
*400's = Richmond PD
500's = Stafford PD
600's = Missouri City PD
675 = Director Public Works
680 = City Mgr.
695/6 = Animal Control Off.
* 700's = Needville PD (715 = City Judge)
* 800's = Kendleton PD
900's = Katy PD
* 1260--1262 = Arcola PD (1289=City Judge)
* 1460 = Fulshear PD (1469=City Judge)

Misc Units---
1700's = County EMS units (see EMS section)
Medic 1--Medic 12 = various ambulances

(Note: EMS units are dispatched on 155.265 but frequently heard on S.O. Ch.)

State units on FBSO Ch (although dispatched by their own agency as well):
DPS--- 163 = Auto Theft Bureau
632 = TX Ranger
*2180--2189 = THP units (2A08=Sgt)
(* = possibly changed to 9100's series)
2654--2655 = L&W units
2727 = MVI unit
8142 = N.A.T.B.
8212 = Special Ranger (SWCRA)

TABC--- 3120 = TABC agent
P&W--- 4004 = Area Supv.; 4304 & 4404 = Dist. Supv. (occassionally use S.O. Ch)
TDC--- (Note: TDC co-ordinates with S.O. on primary ch during breaks)
2400's = Central Unit/Sugarland
xx01 = Unit Warden
xx02 = Asst. Warden
xx03 = Field Major
xx04 = Farm Supv.
xx05 = Livestock Supv.
2500's = Jester Units/Richmond
xx06 = Tractor Supv.
xx07 = Maintenance Supv.
xx08 = Unit's Ambulance
xx09 = K-9 Sgt.

FIRE CH's (numbers in parenthesis are unit numbers):
* = denotes units are on S.O. Primary Ch

Area Fire Departments (Some can be heard on S.O. Primary)

154.280	Mutual Aid
155.925*	Beasley (1090-1091)
154.250	Blue Ridge (1250-1254)
154.250	Fresno (1350-1351) (Paged by S.O. on 37.260)
154.415	Fulshear (1080)
460.575	Houston (see comments under HPD, above)
155.925*	Kendleton (850-851)
154.400	Missouri City
154.175	Needville (750-751)
154.385	Orchard (1070)

Public Safety - South Central continued

155.925*	Richmond (450-455)
46.060	Rosenberg (250-251)
154.070	Stafford (550-551)
154.355	Sugarland (350-356)
154.205	Thompsons (1060-1062)
154.205	Townewest (1521)

Emergency Medical Service (and other medical units)

155.265	Fort Bend Cty Emergency Medical Service**
155.340	Mutual Aid (HAHERN)
462.975	Lifeflight
460.525	Houston (see comments under HPD, above)

99	Body Car (Rodrigues Funeral Home)
1098	Hudson Products Ambulance
1700	Fort Bend Cty E.M.S. Director
1701	EMS Asst Dir
1704	EMS Base station at Missouri City P.D.
1708-1719	EMS Supervisors
1720-1735	EMS Paramedics
1770-1794	EMS E.M.T.'s

Medic 1	Rosenberg So. Amb.	Medic 6	Spare Amb.
Medic 2	Rosenberg No. Amb.	Medic 10	Transfer Amb.
Medic 3	Sugarland Amb.	Medic 11	Stafford F.D.
Medic 4	Missouri City Amb.	Medic 12	Blue Ridge F.D.
Medic 5	Beasley Amb.		

** Frequently heard on S.O. Primary

The local govt and other Misc Ch's are essentially the same as given in the March 1983 column, with 3 additions:

157.485--Ft Bend Wrecker Assn.
151.770--Quail Valley Golf Club
488.5375--Ft Bend I.S.D.--school buses

And with that we will say farewell for this month. I'd like to again thank all those who contributed this month. See you next month.

PUBLIC SAFETY — NORTH CENTRAL:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Iowa, Kansas, Missouri, Nebraska, N. Dakota, S. Dakota, and Minnesota:

Michael W. Scheel, RR #1, P.O. Box 221, Walcott, IA 52773

Welcome to another North-Central column. This makes the 12th one and the end of my first year as the Editor of this column. It has been nice writting it for the last year, and I hope to continue it on. But I can only continue if you send in information to share with the other people in the RCMA. Let me repeat my Offer of last month. If you send in any information (big or small). I can give you any item you might need from the FCC microfliche. I have the State index verison, so I can't give transmitter site except by city of license. But it has all the licences for each town or city. But to get something you have to give something in return.

This month we have information from Council Bluffs, Omaha, Cedar Rapids, Scott County, and Kansas.

I should mention that to cut expenses (I just don't have much money to spend). I request that any request enclose a Self-addressed stamped envelope.

COUNCIL BLUFFS , IA (Don IA-31 and Don IA-36)

460.325 rp Ch1 Operations
460.050 rp Ch2 Information
460.400 rp Ch3 Detectives
460.050 mo Ch4 car to car

154.445 rp Ch1
154.250 rp Ch2
154.280 bm Ch3 State fire
154.430 ch4 fire command
154.400 BM County

154.860 156.050 RP Ch1 sheriff Operations
155.310 155.910 BM ch2 Information
155.685 154.890 RP Ch3 State LEA
155.475 155.475 BM Ch4 NLern
155.370 BA point to point

County Rescue
155.340 BM Ch1 State EMS
155.235 BM Ch2 area EMS
Ch3 (does any one known the dispatch channel)
155.475 BM Ch4 NLERN
463.075 is use for hospital to paramedic
468.075 paramedic to Hospital

Area Misc.

Council Bluffs Public works	158.745	
parks & recreation	37.100	
water Dept	154.965	
Health Dept & Bldg inspect	453.200	
Animal Control	453.375	
Midland Mall Security	464.325	
County Road Dept	155.775	RP
State DOT	159.180	RP

Omaha Police	Fire	Fire Rescue
460.100 Traffic	154.010 Ch1	39.820 Dispatch / Hospital
460.150 North Patrol	154.190 Ch2	462.975 Metro Area Med Channel
460.225 South/West Patrol		Dispatching
460.275 Information		(any med channel is assigned)
460.375 Command		Omaha's St. Joseph Hospital
460.425 Detectives	155.325	Life Flight Helicopter
460.500 Citywide		

Omaha's Unversity of Nebraska Medical Center
Sky Med Helicopter 155.220

Douglas County Sheriff
155.130 Patrol
155.070 Information
154.950 Detectives

Nebraska State Patrol
42.46 Base to car
42.30 car to base

From Randy (IA-42) we have Cedar Rapids IA.

C.R. Police Dept.

460.175	465.0175	RP	F1	Dispatch
460.250	465.250	RP	F2	Secondary
460.300	465.300	RP	F3	Information
460.400	465.400	RP	F4	Car to car
	460.400	mo	F5	car to car
155.145		BA	F6	"Metro" *
156.030	156.030	BM	F7	Detectives
155.685	154.890	RP		State LEA **
155.370		BA		intersystem

-F4 : Allows CRPD cars to communicate with Linn County SD (BASE) and Marion PD (base & cars). Marion PD has it as F2.

-Metro: The only CRPD with this is 398 'the Helicopter' (398 also has CRFD F1 154.310 & Marion PD F1 460.475)

100 units-Administration
200 units-Animal Control
300 units-Misc.
398=- Helicopter
400 units-Night cars
500 units-Day cars
600 units-Evening cars
700 units-Traffic Bureau
800 units-Detective Bureau
900 units-Youth Bureau

_01 Capt of shift/Bureau
_02 Lt. of Shift/Bureau
_05 Sgt of Shift/Bureau
_06 is Swing Commander

-CRPD base monitors all Fire, Ambulances, and Police communication. Some, if not all , CRPD cars has scanners.

-State LEA: CRPD has a control Transmitter,there are no CRPD cars on this. But the base can Crosspatch between LEA and UHF

-CRPD base can also crosspatch between Metro and UHF.

C.R. Fire Dept.

154.310	154.310	BM	F1	Dispatch	Central 427 First Str. SE
154.325	154.325	BM	F4	Secondary	Station #2 E ave & Fifth St. NW
	154.010	MO	F5	car	Station #3 1424 B Ave NE
154.430	154.430	BM		County Fire	Station #4 5325 Williams BLVD NW
					Station #5 509 Wilson Ave SW
					Station #6 2416 Mt. Vernon RD SE
					Station #7 3324 First Ave NE
					Station #9 4200 Council St. NE
				(Airport)	Station #8 Highway 84 SW

Code 1 Fire confirmed
Code 4 No further help needed
10-01 False alarm
10-50 Arrived at scene

Equipment :

3 Aerials (1,2,8)
1 Boat
? Cars
Car 72 = Inspector
8 Engines (1,3,4,5,5,5,8,9)
1 Corba
1 Jeep
1 Pickup Truck
2 Rescues (1,2)
1 Tanker

CRFD also has access to CRPD Helicopter '398', which can uses CRFD's F1 154.310 .

'DC' is District Cheif
'Fire Boss 2' is located at Cedar Rapids Municipal Airport (station 8)
CRFD monitors all Public Safety Communications.

Cedar Rapids Municipal Airport Security	155.115 BM
Cedar Rapids Water Department	153.410 RP
Cedar Rapids Community School District	461.675 RP
	464.750 RP

Linn County Sheriff Randy (IA-42)

155.610		B	F1	Info
	155.910	mo	F2	Car
155.190	155.190	BM	F3	Ops
155.685	154.890	RP	F4*	State Lea
155.475	155.475	BM	F5*	Nlern
155.145	155.145	BM	F6	Metro
155.625	155.625	BM	F7	(training,House checks,etc.)
	153.875	mo	F8	(detectives)
	155.850	mo		?
155.370		BA		Point to Point
37.100	37.100	BM		Low Band (use ?)

F4/F5 does not refer to LES or Aid. Instead is 460.400.editor

100 units- Sheriff's Dept.
101-Sheriff
200 units- ?
800 units- ? (866 Mt. Vernon car, 872 Lisbon Car, I monitored this off LEA, One night last winter. editor)

Metro- Dispatch for Deputies and Fire/Rescue Personnel (outside of Cedar Rapids and Marion City Limits). Also Allows S.D. to communicate with all Police Depts., Both Base and mobiles(except CRPD mobile units)

F7- Seems to have multi-purpose use. Along with training, house checks, etc., Possibly also inculdes Linn County Civil Defense in times of diasasters.

IRU- Stands for 'Immediate Response Unit'. a type of SWAT Team.

All Sheriff's Dept cars are scanner equipped.

Normal APCO 10 Code is used plus the following

10-101 Carelessness (?)
10-105 Robbery
10-108 Burglary
10-109 Sucide
10-180 Arrest site
10-181 Garage

Public Safety - North Central continued

10-185 Mileage information
10-186 County Jail
10-187 Detention Center
10-188 Testing Trailer (alchol Safety Action Program/ASAP)

Code 1 Officer in Trouble;Lights & Sirens. only in Extreme emergency or urgency
Code 2 Emergency;Lights & siren. use caution
Code 3 Standard Procedure
Code 4 No further Help needed
Code 5 Emergency Traffic Only
Code 7 Meal Break
Code 9 Advise Situation/Status
Code A unable to locate
Code B no such address
Code C no incident; Did not Call
Code D unfounded report
Code E complainant declined to make M.O.
Code F Handled by officers
Code G Packet or information exchanged
Code H Summons issued
Code K Found subjects
Code L arrest
Code Z others

Signal 2 False Alarm (?)
Signal 5 Dinner Break
Signal 9 Out of car (?)

Code 75 Illegal use of Moped

Linn County Fire Department (Randy IA-42)

154.430 BM County Fire
154.265 BM Paging of VFD's
154.280 BM aid
155.370 B

County Fire- Dispatch for smaller community FD's in Linn County. County Rescue Trucks, That are manned by sheriff deputies, are dispatch ed on Metro (155.145). by the sheriff's dept. County Fire is a common channel for all city or community FD's in Linn County. Linn County Civ Civil Defense also has this Channel.

Code 1 Fire confirmed
Code 3 Standard Procedure
Code 4 no futher help needed

Channels to monitor during Bad Weather, etc.

37.98 Iowa Emergency Service Radio Patrol
39.18 Linn County Civil Defense
47.42 American Red Cross
146.760 CR Ham Repeater
147.15 Coralville Ham repeater
147.770 Benton County Ham repeater
148.150 Civil Air Patrol
149.925 Civil Air Patrol
162.475 Noaa Weather

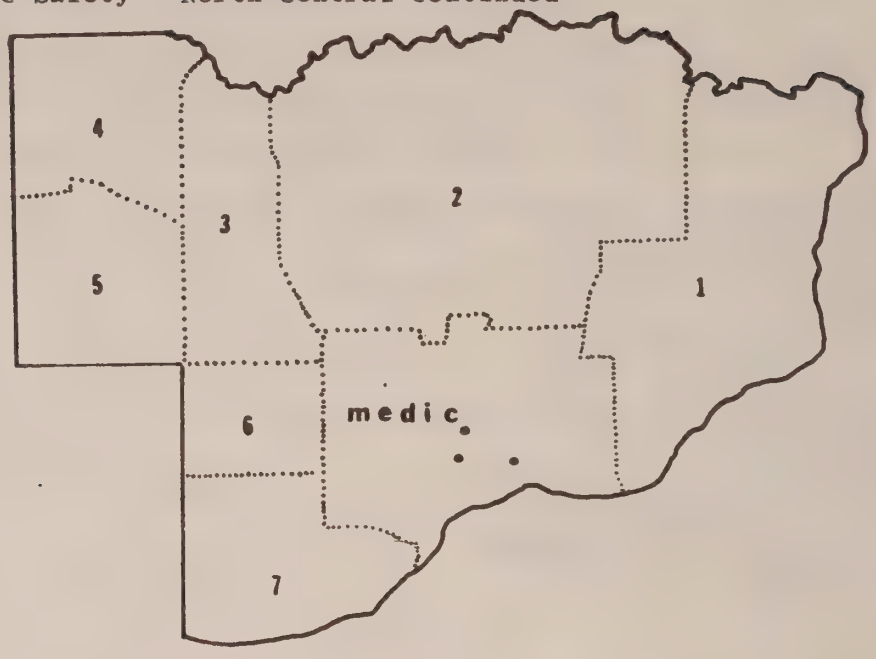
Scott County Ia Ambulance service Districts (editor)

In Iowa the county Health Depts. have the authority for annual inspection and other items related to the public and private ambulance providers. In the more populated counties this also means the drawing up of service districts.

Scott County ambulance districts

1---- Le Claire Volunteer Amb. Svc.
Le Claire 1/2
paged by Le Claire Emergency Comm. Center on 453.050

F1 155.340 Hospital
F2 154.220 Fire
F3 156.210 Sheriff
F4 155.475 Nlern
-- 453.050 LECC



2---- Life Services of Scott County (Parkview)
LS 7
dispatched by Sheriff office
by telepone

F1	155.340	Hospital
F2	156.210	Sheriff
F3	155.325	Company
F4	155.475	Nlern

3/4/5 Durant Volunteer Amb. Svc.
Adam 1/2
paged by Cedar County Sheriff on:
also has 154.830 Muscatine County
and 154.725 Cedar County Sheriff F1
District 3 is Life Services secondary
District 4 is Bennett Fire Ambulance secondary (radio same as A1)
radio call is Adam 6.

F1	155.340	Hospital
F2	155.220	Area EMS
F3	154.415	Fire
F4	155.475	Nlern

6/7 Buffalo Volunteer Amb. Svc.
Buffalo Ambulance
paged by Answer Iowa or Sheriff on 155.280.

F1	155.340	Hospital
F2	154.025	Cityband
F3	154.220	Fire
F4	155.475	Nlern
F5	155.280	Company
F6	156.210	Sheriff

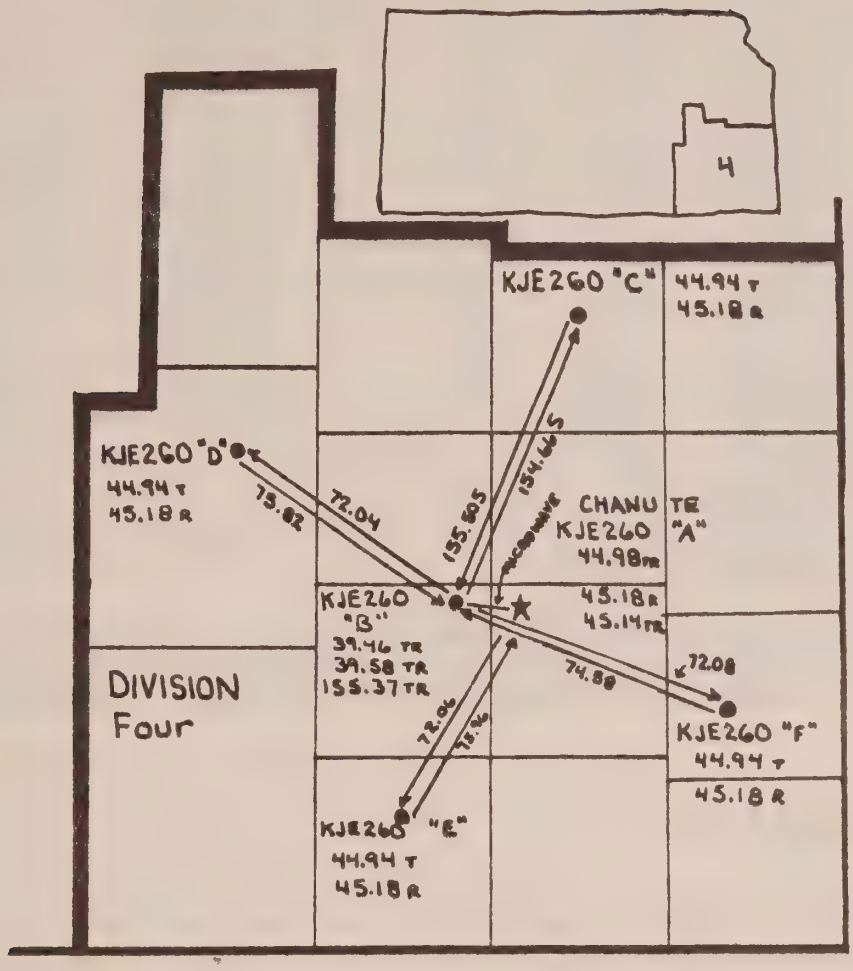
Medic -Davenport Hospital Ambulance Service
Medic 1/2/3/4/5
aged by Davenport Police on 462.950 RP. F2 is used as car to car at this Time.

F1	155.340	Hospital
F2	155.400	Area EMS
F3	156.210	Sheriff (?)
F4	155.475	Nlern

Mercy Hospital	Medic 1/4	463.075	Control
		468.075	paramedic
St. Lukes "	Medic 2/3	463.000	Control
		468.000	paramedic
Osteopathic "	Medic 5 routine transfer only		

M&M Ambulance Service

M&M was the Davenport subsidized for the City. Until Medic was setup last Sept. On May 16,1983 it went out of business after 22 years of service to Davenport.



This is the last map covering the Kansas Highway Patrol. From Audy (KS-14).

73 until next month. -30-

PUBLIC SAFETY — NORTH EAST:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows – New England states, New York, Pennsylvania, New Jersey, Maryland, Delaware and District of Columbia:

Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

MASS Northern and Southern Worcester County Fire Radio Updates

Northern Worcester 33.70 MHZ

Call	Community	Call Sign	Town Freq
1	Acton*	KCD 310	46.50
2	Ashburnham	KCB 404	33.82
3	Athol	KCD 598	33.48
4	Ashby*	KFF 298	155.715
5	Barre	KJW 733	33.70
6	Berlin	KCB 778	33.70
7	Bolton	KBA 887	33.70
8	Boylston	KCF 337	33.70
9	Clinton	KCH 246	154.31
10	Fitchburg**	KCH 677	154.25
11	Gardner	KCA 395	154.13
12	Hardwick	WQQ 931	33.70
13	Harvard	KCD 582-3	33.70

Southern Worcester 33.62 MHZ

Station Number	Community	Town Freq
10	Leicester	33.72
11	Spencer	33.62
12	N Brookfield	33.62
13	E Brookfield	33.62
14	Brookfield	33.62
15	W Brookfield	33.62
16	Warren	154.13
17	New Braintree	45.12
20	Auburn	158.76
21	Oxford	45.24
22	Webster	153.86
23	Dudley	33.62
24	Charlton	33.62

Public Safety - North East continued

15	Hubbardston**	KCB 364	33.70	25	Southbridge	154.145
17	Lancaster**	KCD 353	33.70	26	Sturbridge	155.94
18	Leominster**	KCB 360	33.60	30	Shrewsbury	155.88
14	Holden	KCC 705	(33.58)	31	Northboro	155.10
16	Hudson*	KNDV 353	46.42	32	Westboro	45.20
19	Lunenburg**	KAX 916	155.76	34	Millbury	46.54
20	New Braintree*	KW 6821	45.12	35	Grafton	45.40
21	Oakham*	KKR 443	33.70	36	Upton	155.04
22	Paxton	KDN 599	33.70	41	Northbridge	33.68
23	Petersham**	KGP 720	33.70	42	Douglas	33.62
24	Phillipston*	KCC 861	33.70	43	Uxbridge	33.62
25	Princeton	KCN 575	33.70	44	Mendon	33.62
26	Royalston	KXZ 508	33.70	45	Blackstone	33.62
27	Rutland	KCH 585	33.70	47	Hopedale	45.60
28	Sterling	KCE 537	33.76	49	Milford	46.46
29	Templeton	KRJ 877	155.98	50	Worcester	460.525
30	Townsend**	KCE 553	45.28	--	Charlton Tower	151.235
31	West Boylston	KCH 239	33.92			
32	Westminster**	KCD 658	33.70			
35	Shirley	KNCE 969	46.14			
39	Winchendon	KCN 857	33.78			
50	Worcester	WYE 395	460.525			
--	Wachusett Tower	KRI 787	151.235			

* These stations are part of the system, but do not have radios on 33.70 MHZ.
** These stations are part of the system, but are not called at the 9am roll call.
(xx) These towns will be switching over to another frequency for community operations.

From Ed Soomre

PUBLIC SAFETY - DELAWARE VALLEY

Once again, I must start this month's section with a plea for contributions from the readership. I know you get tired of hearing this, but this column will only do well if the readers contribute. Information is especially needed for the State of Delaware and for the counties in deep southern New Jersey...

The feature this month is the first of a multi-part series by Marc Schlessinger (PA-149) on communications in Bucks County, Pennsylvania. Police, Fire and Emergency Services communications in Bucks County have been undergoing substantial revision recently. This month's article covers Fire communications...

BUCKS COUNTY FIRE COMMUNICATIONS

The Bucks County Fire-Ambulance-Police Communications Center is located on the 7th floor of the County Courthouse in Doylestown, Pennsylvania. In the first of a three part series, we will examine the fire radio section. Next month the Ambulance section will be examined, and (when the system is installed and operational) I will present the new 500MHz police radio center.

The fire radio center is located physically in the same room as the ambulance radio center - since they work closely together. The police radio room, although in the same room as the other two, is separated by a greater distance requiring the use of intercoms to communicate with the fire and ambulance dispatchers.

There are usually three fire-ambulance dispatchers on duty at any one time and all are cross-trained, enabling all to work at either the fire or ambulance dispatch consoles. One dispatcher will do initial fire dispatch, while another works the individual zone channels. The third dispatcher covers all ambulance dispatching, "Med" radio assignments, etc...

Within the past year, we went from two frequencies to eight. The new frequency usages are as follows:

46.10	Dispatch	KGF 318
46.14	Emergency	KGF 318
46.06	East Zone	KGF 318
46.12	West Zone	KGF 318

46.20	South Zone	KGF 318
46.46	North Zone	KGF 318
46.30	Fireground HT	KGF 318
46.34	Fire Police	KGF 318

Most of the 65 fire stations in the county are dispatched by the county communications center, with the exception of Bristol Township [stations 10,11,12 13 and 14] - who are dispatched by the Bristol Township Police [KGD 366] A few rural stations are dispatched by the North Penn Fire Alarm Center [station 1270 in Montgomery County]. However, Bucks County has the capability to dispatch all county fire stations. After the initial dispatch, the county communications center will usually assume responsibility for follow-up needs (such as phone calls, etc.)

Dispatching is all tone-encoded by a Plectron multi-format 140 button encoder. Most stations use a standard two-tone sequential format. Some stations use a quick-call format and a fwe stations use single tone encoding. Most stations have a "kick-back" tone. This is usually a repeat of the original tones by an automatic activation of that station's encoder, serving a dual purpose: the first is to verify to the county dispatcher that the call was transmitted and received by the station, the second is to set off pagers and alert monitors that may have not been triggered by the county transmitter.

There are five different transmitter sites that can be used on the 46.10 dispatch band. Mobile units are not permitted on this frequency anymore; at one time this was the primary frequency. This is the only frequency in the fire communications system that is not P.L. protected.

Approximately 30 seconds after the initial dispatch on the dispatch band, the call is re-dispatched on the appropriate zone band, or, in the case of multi-alarm fires - on the emergency band - only without tone encoding. This is to inform other units that may already be on the street of another call and the location of that call.

The emergency band is used for all extra alarm fires and for mutual aid companies that may not be equipped with the particular zone channel. This is because most mobile radios are equipped with four of the eight channels - so on occoasion a fire company may be operating in a zone that they are not equipped for. There are seven towers available for this frequency.

The west zone channel covers 8 companies - 6 in Bensalem Township and 2 in Lower Southampton Township. These are some of the busiest statiosn in the county - with some running in excess of 700 calls yearly.

On the east zone channel there are only 10 companies - however these companies are very active also. The area covered consists of Middletown and Falls Townships and the Boroughs of Pendel and Morrisville.

South zone channel covers the 10 companies is Bristol Township and Bristol Borough. This band is also fairly active.

Even though the north zone channel covers 37 companies - it is perhaps the quietest. Companies on this channel are those that did not fit into any of the other zones.

In genaral - all base stations and control equipment are Motorola Micor and Motorola Centracom series - controlled through dedicated phone lines. Automatic or manual selection of the proper tower is made through the use of Motorola voting selectors.

BUCKS COUNTY FIRE COMMUNICATIONS

Station #	Name	Zone	Apparatus
0	Yardley - Makefield	North	L LD B TN
1	Feasterville	West	L TC
2	Southampton	North	L E R SS TC
3	Northampton	North	S L E R TN
4	Trevose	West	R F
5	Midway	North	S TN

Public Safety - North East continued

6	Lower Southampton	West	R	SS	TC						
7	Wm. Penn/Hulmeville	East	S	L	TC						
8	Pendel	East	LD	SS							
9	Parkland	East	LD	R	TN						
10	Edgley	South	L	LD	R	B	SS				
11	Croydon	South	LD	B	FB						
12	Newportville	South	S	L	R	B	SS				
13	Levittown #2	South									
14	Bristol (Dist 3)	South	B								
16	Cornwells	West	E	R	B						
17	Quakertown	North	SS								
18	Quakertown West End	North	LD	R	B	SS					
19	Doylestown	North	S	E	B						
21	Langhorne - Middletown	East									
23	Dublin	North	TN								
24	Plumsteadville	North	L	TN	SS						
25	Bristol #2	South	LD								
26	Perkasie	North	E	R							
27	Sellersville	North	LD	TN	SS						
28	Edington	West	L	T	SS	F					
29	Warrington	North	S	L	LD	R	B	TN			
30	Falls Twp. #1	East	S	L	LD	R	B	TC			
31	Fairless Hills	East	LD	B	SS						
32	Levittown #1	East	L	R	B						
33	Tullytown	East	L	T	B						
34	Chalfont	North	R								
35	Wyncombe-Lingohocken	North									
36	Richlandtown	North	L								
37	Union of Cornwells	West	LD	B	FB						
38	Morrisville - Union	East	B								
39	Morrisville - Cap. View	East	LD	SS							
40	Springtown	North	TN								
41	Point Pleasant	North	B	TN							
42	Riegelsville	North	L	B	TN	SS					
44	Newport	West	S	L	E	T	R	TN	SS	F	TC
45	Newton	North	L	E	R	SS					
46	New Hope	North	S								
47	Upper Black Eddy	North	B								
48	Erwinna	North	B	TN							

Tower Locations:

46.10	Oxford Valley	Lower County
	County Courthouse	Central County
	Buckingham Mountain	Upper County
	Quakertown	Upper County
	Riegelsville	Upper County
46.14	Bristol Twp. Mun. Bldg,	Lower County
	Buckingham Mountain	Upper County
	West Rockville	Upper County
	Newportville Fire House	Lower County
	Perkasie	Upper County
	Newton	Lower County
	County Courthouse	Central County
46.12	Lower Southampton Water Twr.	
	Siles	
	Eddington Fire House (Receiver Only)	
46.06	Oxford Valley	
	Falls Twp. Mun. Bldg.	
	Northampton Twp. Mun. Bldg. (Receiver only)	
46.20	Grundy Towers (Bristol Borough)	
	Bristol Twp. Mun. Bldg.	
46.34	West Rockhill	
46.46	Buckingham Mountain	
	West Rockhill	
	Solebury	

Public Safety - North East continued

All messages are in plain language and no real brevity codes are used. Officers are identified by their rank and station number (i.e. Chief 44). In the case of two or more officers of the same rank they identify as Captain 44-1 and Captain 44-2. Engines are labelled by station number and number of that particular piece of equipment, i.e. Station 44 has engines 44, 44-1, 44-2, snorkel 44, Tac 44-1, Tac 44-2, etc.

Station #	Name	Zone	Apparatus
49	Ottsville	North	TN
50	Bristol Consolidated	South	B TC
51	Bristol #1	South	E R
52	Bristol #3	South	R
53	Bristol #6	South	
56	Shelly	North	TN
57	Milford	North	TN
58	Trumbauersville	North	SS
59	Silverdale	North	TN
60	Line Lexington	North	
61	Hartsville	North	
62	Ivyland	North	
63	Haycock	North	
65	Nottingham	West	LD
66	Warwick	North	TN
71	Upper Makefield	North	TN SS TC
90	Warminster	North	L LD R
91	Warminster	North	L
92	Warminster	North	L
93	Warminster	North	L SS

B	Boats (Rescue)
E	Elevating Platform (Snorkel)
F	Field Trucks (Brush Trucks)
L	Large Volume Pumpers (1250 G.P.M. +)
FB	Fire Boats
S	Indicates Company has substations
LD	Ladder Trucks
TN	Tankers (2,000 gal +)
SS	Special Service (air cascade)
TC	"Tac" Trucks
T	"Squirt" Towers
R	Heavy Rescue

Marc says that if there are any questions - readers may write him at

P.O. Box 1407
Bensalem, Pennsylvania 19020

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PUBLIC SAFETY — GREAT LAKES:

Send Public Safety and Special Emergency frequencies, radio system details, and questions as follows — Illinois, Indiana, Wisconsin, Michigan, Kentucky, and Ohio:

Scott Lowry, 115 S. Chestnut Dr., Streamwood, IL 60103

Howdy Everyone! Welcome to another exiting (I hope) edition of the RCMA Public Safety - Great Lakes column. I'm your humble editor Scott Lowry. This month I'm going to skip the formalities and get into the meat of the info.

First, from Illinois we have the new 800Mhz freqs. for ISP District 15-Tollway.

Public Safety - Great Lakes continued

F1 - 854.9875 Northwest and North Tri-State
F2 - 855.2375 " " " " "
F3 - 855.4875 East-West and South Tri-State
F4 - 855.7375 " " " " " "
F5 - 855.9625 All Sites

Thanks to John (Il-012) for the update.

Finally I have the new 800 Mhz freqs for the Hoffman Estates (Il) Dept of Public Safety.

F1 - 855.4625 Police
F3 - 855.7125 Fire

The frequencies are definitly correct but I'm not sure about the channel numbers.

From Chuck Il-141 comes some info on the Ill Dept of Corrections.

Vienna Correctional Center (KX units) have been heard on 42.50 and 453.875 (R)(Channel 1).

Menard Correctional Center is on 37.36 (Channel 1) and 37.16 (Channel 2)with a call sign of WSL59. Menard units (K units) are also on the 453.875 freq.

Next,an anonymous contribution from the Madison,Ind area.

UNIT NUMBERS FOR JEFFERSON COUNTY, INDIANA

MADISON POLICE DEPARTMENT 154.89, 155.13, & 460.35

101 Jerry Sachleben, Chief
102 Larry Brawner, Asst. Chief
103 Bill Tingle
104 Wayne Shelton
105 Bob Hall
106 Les Wright
107 John Tingle
108 Marvin Smith
109 Herbie Litteral
110 Steve Wilson
111 Kenny Jones
112 Bob Barnes
113 Tom Spry
114 Tom Henry
115 Dan Stephen
116 Bill Andrews
117 Bob Wolf
118 Jim Leach
119 Terry Wells
120 Charlie Gilles
121 Eric Klopp
122 Danny Strauss
301 Randy Rogers, Detective
401 Roy Lawrence, Traffic
402 Connie Smith, Meter Maid

UNIT 36 Animal Control Officer 154.04

JEFFERSON COUNTY SHERIFF'S DEPT. 154.89 & 155.13

39- 1 Wayne Hamilton, Sheriff
39- 2 James Melton, Chief Deputy
39- 3 Eston Long, Captain

Public Safety - Great Lakes continued

39- 4 Don Royce, Lieutenant
39- 5 Eugene Shelton, Detective
39- 6 Ron Kroger
39- 7 Larry Dunn
39- 8 Robert Neal
39- 9 Randy Spry
39- 25 Madison Bank & Trust Guard
39- 60 Jim Holt, Coroner
39- 61 Kenny Goins, Deputy Coroner
39- 62 Jeff Howell, Deputy Coroner
39- 67 IKEC Plant
39-100 Animal Control Officer

700-units Athens Ambulance Service 154.54, 154.89, 155.13

JEFFERSON COUNTY FIRE DEPARTMENTS 154.25 MHz

14 series Brooksburg VFD
23 series Kent VFD
24 series Canaan VFD
31 series Rykers Ridge VFD
32 series Hanover VFD
34 series Dupont VFD
41 series Madison Twp. VFD

WISCONSIN STATE PRISON AND INSTITUTION RADIO (all 46.54 f1; 46.52 f2 unless noted otherwise.)

ADULT PENITENTIARIES (security: 1-maximum; 2-medium; 3-minimum):

Name	City	Sec.	Pop.	Base Sta.	Mob.Call	FCC Location
Waupun	Waupun	1	1215	KNAR 936	Bar	Waupun
Green Bay	Green Bay	1	792	KNAR 926		De Pere
Dodge	Waupun	1	294	KNBS 887		Waupun
Fox Lake	Fox Lake	2	643	KNAR 925	Fox	Fox Lake
Taycheedah	Taycheedah	2	170	KNAR 935	Tom	Taycheedah
Kettle Moraine	Plymouth	2	445	KNAR 927	Cedar	Greenbush
Oakhill	Oregon	3	317	KNAR 932	Oscar	Fitchburg

ADULT CAMPS, FARMS, and WORK RELEASE CENTERS (all minimum security):

Name	City	Pop.	Base Sta.	Mob.Call	FCC Location
Winnebago	Winnebago	57	KNAR 937		Oshkosh
Oregon	Oregon	52	KNAZ 342	Ocean	Oregon
Flambeau	Hawkins	50	KNAR 924		Winter
Black River	Black River	50	KNAR 922		Komensky
McNaughton	Lake Tomahawk	63	KNAR 929		Lk Tomahawk
Gordon	Gordon	67	KNBS 886		Wascott
Onieda	Onieda	60	none		
Thompson	Deerfield	29	KNAZ 344	Tac	Deerfield
St. Croix	New Richmond	15	KNBS 883		New Richmond

JUVENILE CORRECTIONAL INSTITUTIONS (generally medium security)

Name	City	Pop.	Base Sta.	Mob.Call	FCC Location
Ethan Allen	Wales	322	KNAR 932	Willow	Delafield
Lincoln Hills	Irma	173	KNAR 928	Sam	Birch Twp.

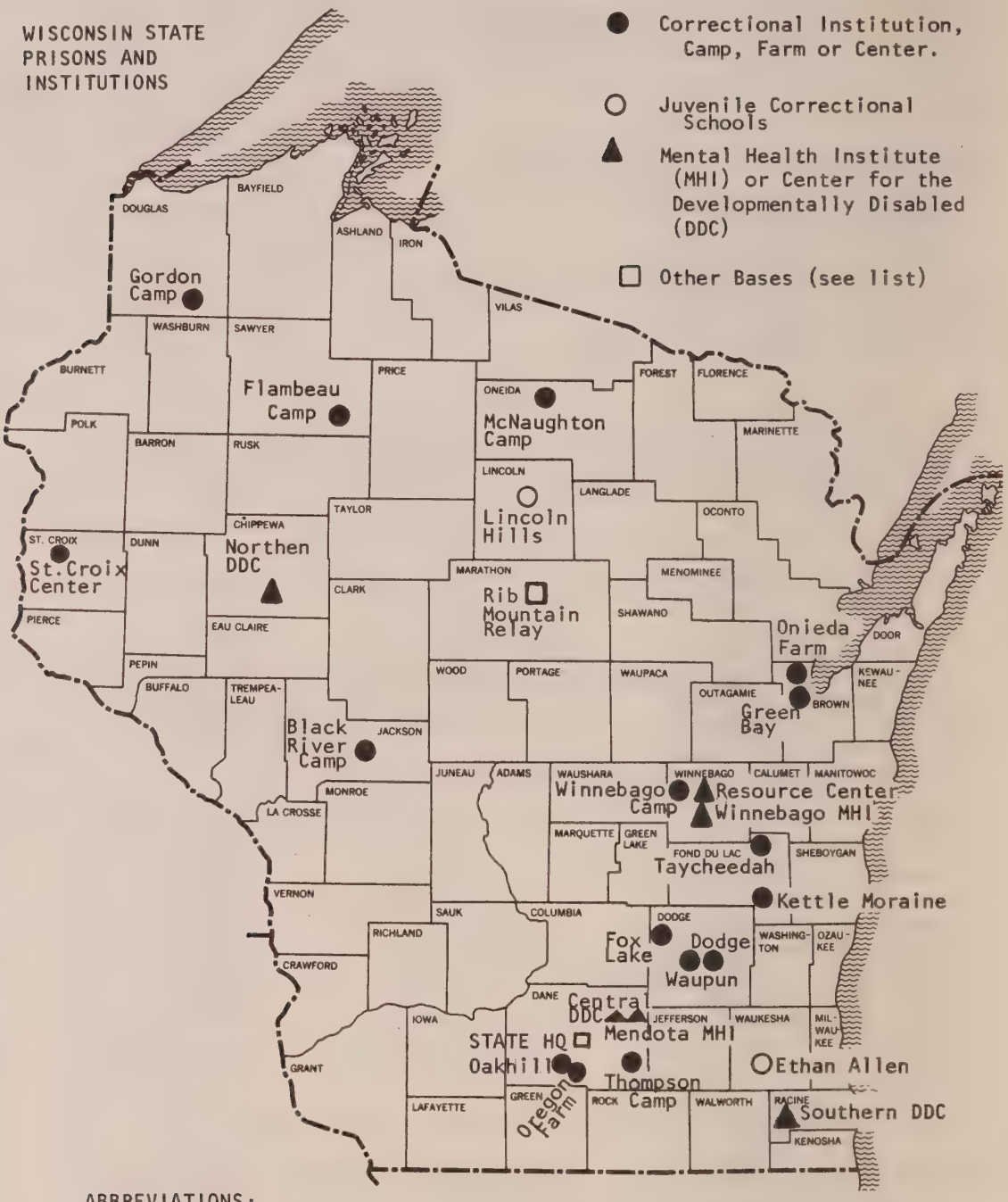
MENTAL HEALTH INSTITUTES & D.D. CENTERS (some max security units at MHI's)

Name	City	Pop.	Base Sta.	Mob.Call	FCC Location
Mendota MHI	Madison	198	KNAR 930	Mary	Madison
Winnebago MHI	Winnebago	278	KNAZ 343		Winnebago
Resource Center	Winnebago	160	(will be on 453.975)		Winnebago
Southern DDC	Union Grove	725	KNAR 934		Daves (sic)
Central DDC	Madison	678	(see note)	Rebel	Madison
Northern DDC	Chippewa Falls	657	KNAR 931		Hallie Twp

OTHER STATE STATIONS

Name	City	Base Sta.
State Control	Madison	KNBS 885
Rib Mtn Relay	Rib Mountain	KNAR 933
Temporary Base	Statewide use	KNBS 884

Note: Central DDC uses the Mendota MHI base through a remote console.



ABBREVIATIONS:
Name and city are those used by the state. FCC location is the way it appears in FCC microfiche (often a township name). Mob.Calls are the prefixes used by mobiles and portables. Pop. is the inmate or patient count. MHI: mental health institute (including criminally insane wards at Mendota). DDC: Center for the Developmentally Disabled (often more maintenance traffic than security).

NOTES:
Most base stations are 100 watts. 46.56 mHz is in use as f2 in some locations. Lincoln Hills area residents are supplied 46.56 monitors with tone squelch for escape alarms. Fox Lake has personal emergency beacons on 154.60 mHz. Winnebago MHI leases pagers for after-hour call ups (152.240). Waupun plans a second system for maintenance crews.

The Resource Center is adjacent to the Winnebago Mental Health Institute. It will house prisoners with mental problems and is a maximum security building. Dodge Correctional Institution was formerly Central State Hospital.

St. Croix is the only work-release center with a base station. Mobiles may be in use at the others in Milwaukee and Green Bay.

QUESTIONS, MISC.

KNBS 888 at Balsam Lake and KNAR 938 at Webster, both in nothern Wisconsin are licensed to the state. There are no prisons or institutions near there. Any ideas on use? Intersystem with DNR perhaps?

KZP 217 at Racine is licensed to the state but is loaned to a group that dispatches rides for the elderly on 46.56 mHz.

The base stations at Elkhorn, Sparta, Meteor, Tomah, Stevens Point are all defunct.

Anyone who can check for mobile calls where they are missing from the list, please send to the newsletter or John WI-019, PO Box 971, Madison, WI 53701.

Thanks to George (WI-04) and Tom (WI-06) for their help on this project!

Lots of information from the state of Wisconsin. From Gene (Wi-046),comes the following;

Pewaukee, Wi PD 156.165

And from John(WI-019) comes an excellent profile on the Wisconsin State Prisons.

To round things up for this month,first a plea. SEND ME MATERIAL!! Especially you good folks in Kentucky. Without input theres no output folks!

Second,dust off those CB radios! Your police dept may be using 27 Mhz as a chatter channel. Here's a list of regularly used channels in the Chi-Town area.

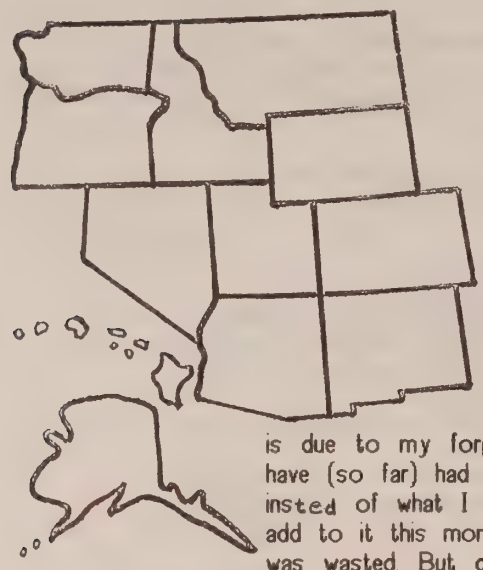
Channel 33 - Downers Grove, Westmont, Darien

Channel 35 - Elgin

Channel 37 - South Elgin

So, listen around. You may be missing something. Until next month then. 73's.

PUBLIC SAFETY WEST



Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming to:

George N. Hoggatt
17473 E. 16th Dr.
Aurora, CO 80011

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Well I think I've figured out how to bend this column around the outline map. If it has a scorched look, that is due to my forgeting everything I learned doing last month's column and I have (so far) had a blasphemous time getting this machine to do what I want insted of what I tell it to do. I wrote it last night, but when I started to add to it this morning, everything I did was gone (@#$%/&*) and valuable time was wasted. But doing it this way is still easier than writing it, then typing it, then changing it and correcting it and retyping it, etc. This has a spelling checker that makes life easier too (except last month, the lists from Hawaii gave it fits) and catches most of my worst spelling goofs. Well, on to the goodies.

COLORADO

DENVER POLICE (Joyce Madden CO-034)

Denver has a third silent alarm code – Class 3 for alarms that are as a result of real burglaries. Look for major changes in the Denver PD soon, the new mayor has been elected and as soon as a new Manager of Safety is appointed either the present chief will make the many changes he says he has in mind, or a new chief will do things his way.

DENVER FIRE

The Denver Fire Department does not test the radios in the equipment anymore. They only test the Reserve equipment. This will make it more difficult to get a list of the equipment at each station. With the new mayor, you can look for a new fire chief (maybe) and some changes here too.

EAGLE COUNTY MISC.

BASE	MOBILE	SERVICE	TYPE	CHANNEL	USER-USE
155.160	155.160	spec emer	simplex	4	Eagle County Sheriff chit chat
453.100	458.100	police	repeater	blue	Vail Police
453.275	458.275	local govt	repeater	red	Vail Fire
155.025	155.025	local govt	simplex		Eagle Police
158.745	158.745	local govt	simplex		amb and fire paging

IDAHO

BOISE POLICE, ADA COUNTY SHERIFF

What follows is a list of the incident and action codes used by these departments. They are used as follows – XXX-YY-Z where XXX is the incident code, YY is the action code and Z is the patrol area (the area map is in the March 1983 issue on page 62)

INCIDENT CODES

10 CRIMINAL HOMICIDE
- 11 Murder – Non negligent Homicide
- 12 Manslaughter by negligence

20 FORCIBLE RAPE
- 21 Rape by force
- 22 Assault to rape – Attempt

30 ROBBERY
- 31 Firearm
- 32 Knife or cutting instrument
- 33 Other dangerous weapon
- 34 Strong arm (hands, fists, feet, etc.)
  - A. Highways (streets, alleys, lots)
  - B. Commercial house (except C,D,F)
  - C. Gas, service station
  - D. Chain store
  - E. Residence (anywhere on premises)
  - F. Bank
  - G. Miscellaneous

40 Assault
- 41 Firearm
- 42 Knife or cutting instrument
- 43 Other dangerous weapon
- 44 Hands, fists, feet, etc. – aggravated
- 45 Other assaults – not aggravated

50 BURGLARY
- 51 Forcible entry
- 52 Unlawful entry – no force
- 53 Attempted forcible entry
  - A. Residence (Dwelling)
  - B. Non residence (store, office, etc.)

60 LARCENY – THEFT (EXCEPT AUTO)
- 61 All larceny $200 and over
- 62 All larceny $50 to $200
- 63 All larceny under $50
  - A. Pocket picking
  - B. Purse snatching
  - C. Shoplifting
  - D. From motor vehicles (except E)
  - E. Motor vehicle parts & accessories
  - F. Bicycles
  - G. From buildings (except C & H)
  - H. From any coin operated machines
  - I. All others

70 AUTO THEFT
- 71 Autos
- 72 Trucks and buses
- 73 Other vehicles
  - A. Stolen local – recovered local
  - B. Stolen local – recovered non local
  - C. Do not use
  - D. Stolen non local – recovered local

80 OTHER ASSAULTS

90 ARSON

100 FORGERY AND COUNTERFEITING

110 FRAUD

120 EMBEZZLEMENT

130 STOLEN PROPERTY
- 131 Buying
- 132 Receiving
- 133 Possessing

140 VANDALISM

150 WEAPONS (CARRYING, POSSESSING, ETC)

160 PROSTITUTION & COMMERCIAL VICE

170 SEX OFFENSES (EXCEPT 20 & 160)

180 NARCOTIC DRUG LAWS
- 181 Opium & derivatives – possession
- 182 Opium & derivatives – delivery/mfg.
- 183 Marijuana – possession
- 184 Marijuana – delivery/mfg
- 185 Synthetic drugs – possession
- 186 Synthetic drugs – delivery/mfg
- 188 Dangerous non–narcotic drugs – possession
- 189 Dangerous non–narcotic drugs – delivery/mfg

190 GAMBLING
- 191 Bookmaking (horse and sport book)
- 192 Numbers and lottery
- 193 All others

200 OFFENSES AGAINST FAMILY & CHILDREN

210 DRIVING UNDER THE INFLUENCE

220 LIQUOR LAWS

230 DRUNKENESS

240 DISORDERLY CONDUCT

250 VAGRANCY

260 ALL OTHER OFFENSES
- A. Obscene and nuisance phone calls
- B. Contributing to the delinquency of minor
- C. Tampering with a motor vehicle
- D. Trespassing
- E. Escape
- F. Taking vehicle without a license
- G. Obscene publications
- H. Soliciting without a license
- I. truance
- J. Animal – poisoning, abuse, etc.
- K. Riots or major disturbance
- L. Littering
- M. Bomb threats
- N. Fish and game violations
- O. All others

270 SUSPICION OF A CRIME

280 CURFEW AND LOITERING

290 RUNAWAYS

300 ACCIDENTS TRAFFIC
- 301 Vehicle – fatal
- 302 Vehicle – PI
- 303 Vehicle – PD
- 304 Vehicle – private property

305 Vehicle – hit and run
306 Pedestrian – fatal
307 Pedestrian – PI
308 Pedestrian – no injury
309 Pedestrian – hit and run

310 TRAFFIC ENFORCEMENT
311 Moving violation
312 Non–moving violations
313 Radar traffic enforcement
314 Bicycle moving violation
315 Bicycle equipment
316 Bicycle registration
317 Hazards and illegal parking
318 Control, direction, escort
319 Roadblocks and stakeouts

320 COURTS
321 Court warrants
322 Court subpoenas/papers
323 Court appearance

330 UNATTENDED DEATH
331 Suicide
332 Attempt suicide
333 Accidental
334 Other, medical

340 PERSON
341 Injured, sick, down
342 Missing, lost, found
343 Suspect in vehicle
344 Suspect on foot
345 Needs assistance

350 PROPERTY
351 Lost – found
352 Check (other than bars)
353 Alarm
354 Abandon vehicles
355 Other
356 Bar check
357 Fire call
358 Open door/window

360 ANIMAL
361 Bite
362 At large (dogs)
363 At large (all others)
364 Dogs barking
365 Injury to stock or property
366 Dead animal

370 DISTURBANCE
371 Domestic (family)
372 Teenage
373 Drunk
374 Noise
375 Civil (landlord–tenant)
376 Other
377 Prowler

380 ADMINISTRATIVE DUTIES
381 Car – police
382 Package pickup/delivery
383 Message receive/delivery
384 See supervisor
385 Training (firearms, classroom)
386 Drivers license
387 Break (lunch, coffee, etc.)
388 Transportation of person
389 Inspection (vehicle, trailer)

390 SUPERVISOR DUTIES
391 Check reports
392 Instruct classroom training
393 Instruct field training
394 Meet with officer
395 Inspection
396 Other supervisor activity

400 OTHER NON–CRIMINAL INCIDENT

410 PUBLIC SERVICE
411 Community speaking
412 Security information
413 Safety information
414 School – Youth activity
415 Responding to citizen inquiry
416 Community improvement
417 Other public service

420 CRIME PREVENTION
421 Program planing
422 Program implementation
423 Program review & assessment
424 Program maintenance
425 Other crime prevention

ACTION CODES

1. ARRESTED
2. CITATION ISSUED
3. COMPLAINT/SUMMONS ISSUED
4. ORAL WARNING
5. WRITTEN WARNING
6. PARKING TICKET ISSUED
7. F.I. CARD MADE
8. INTERROGATED/RELEASED
9. FOLLOW UP INVESTIGATION (NON–GENERAL)
10. FOLLOW ON GENERAL REPORT
11. UNFOUNDED
12. GENERAL REPORT TAKEN
13. JUVENILE TICKET ISSUED
14. MISC. INCIDENT/OIR TAKEN
15. VANDALISM REPORT TAKEN (SHORT)
16. ACCIDENT REPORT TAKEN
17. IMPOUND REPORT TAKEN
18. MARKED FOR IMPOUND
19. PROPERTY INVOICE TAKEN
20. SEE PROSECUTOR
21. JAIL DUTIES
22. PRISONER TRIP/TRANSPORT
23. COURT PAPERS OBTAINED
24. ARREST WARRANT EXECUTED
25. SUBPOENA SERVED
26. SEARCH WARRANT EXECUTED
27. COURT APPEARANCE COMPLETED
28. CAR – GAS
29. CAR – WASH
30. CAR – RADIO REPAIR
31. CAR – OTHER REPAIR

32. CAR – PICKED UP
33. LUNCH
34. COFFEE BREAK
35. PERSONAL BREAK
36. EQUIPMENT PICK UP – REPAIR
37. ASSISTANCE RENDERED (OFFICER OR OTHER)
38. SUPERVISED ACTIVITY
39. ACTIVITY COMPLETED
40. PEACE RESTORED
41. ADVISED TO RECALL IF NEEDED
42. REMOVED TO HOSPITAKL
43. FIRST AID GIVEN
44. ADVISED TO CONTACT ATTORNEY
45. ELIMINATED HAZARADOUS CONDITION
46. RETURNED TO OWNER
47. OWNER NOTIFIED
48. RETURNED TO HOME OR FAMILY
49. UNABLE TO LOCATE
50. NO SUCH ADDRESS
51. PERPETRATOR GONE ON ARRIVAL
52. COMPLAINING PARTY GONE
53. NO ACTION/SERVICE REQUIRED
54. CANCELLED
55. UNABLE TO COMPLETE ACTION
56. DIRECTED TRAFFIC
57. VERIFIED V.I.N.
58. ROAD TEST
59. BRAND CHECKED
60. OFFICER PICKED UP
61. SECURED PREMISES

NEVADA

RENO FIRE DEPARTMENT (David Rodrigues CA–SF–025)

FACTS: Serves 111,000 residents in 48 square miles.

EXPANSION: 2 additional fire stations are under construction

STATION	ADDRESS	EQUIPMENT
1	200 Evans St.	Headquarters; North Area Battalion Chief South Area Battalion Chief; engine, pump company, rescue unit, mobile air compressor unit, small boat, several reserve pieces
2	495 Morrill	engine, snorkle, reserve 100 foot aerial truck
3	532 S. Virginia	engine
4	1090 Ralston	engine, brush rig
5	1500 Mayberry	engine, reserve pumper
6	1900 National Guard Rd.	engine (near city airport)
7	3050 Skyline	engine, truck company, brush rig
8	3600 Kings Row	engine, reserve pumper
9	4990 Alpha	engine, brush rig, 1200 gallon tanker

WASHINGTON

KING COUNTY DEPARTMENT OF PUBLIC SAFETY (Ron Murray CA–VE–013)

10–4 Okay–received
10–7 Out of service
10–12 Clear to copy suspect info?
10–15 Transporting prisoner
10–19 Returning to precinct/substation
10–20 Location
10–21 Telephone call
10–40 Contact another officer
10–55 Emergency situation
10–60 Clear–no wants/warrants
10–61 Misdemeanor want/warrant
10–62 Felony want/warrant
10–97 arrived on location

SEATTLE POLICE

Ron would like to know if any member can advise what type of units the following Seattle Police call signs designate:

2-DAVID-10 (possibly the equivalent to corporal?)
2-ROBERT-99 (there is no beat 9)
2-KING-92 ???

BLACK DIAMOND POLICE

are heard on the King County southeast frequency 460.450 or 460.525 (simulcast). They use the unit numbers 590 to 593 under a communications contract with the county.

Well that's all and I do mean all. This uses up all the contributions. I just hope everybody has been out on vacation gathering frequencies to send to the old column. Bye for now.

Railroads

Gary L. Sturm and
Bill Farmer, Editors

Send information about railroad frequencies and their uses, railroad radio system details, and related questions to:

Gary L. Sturm, 1506 W. Hively Ave., Elkart, IN 46517

AMTRAK FREQUENCY UPDATE

Joe (MD-015) has sent us some information on the radio frequencies in Amtrak locomotives on the various routes. We hope this will prove valuable to you while traveling by train. Portable scanners can be carried aboard trains and most passenger cars have electrical outlets which can be used for base station type radios. For example, in the Superliner (double-deck) coaches used on western trains, there two outlets along the walls in the upper level, one on each side, plus one in the downstairs seating area and one near the entryway to the car. In sleeping cars, there is an outlet in every room.

RAILROAD	FREQUENCY	TRAIN NUMBERS WHERE USED
Run Number A-001		
MoPac	160.410	58- 59-300-301-303-304-321-322-323-324
TP&W	161.400	341-342-350-351-352-353-354-355-374
GTW	160.590	391-392
GTW	160.530	
ICG (IC)	161.190	
ICG (GMO)	160.920	
CR	160.800	
CR	161.070	
Run Number A-002		
ATSF	160.650	1-2-3-4-5-6-7-8-9-10-11-14-15-18-25-26
SP	161.550	35-36-346-347-348-708-709-710-711-796-797
BN	161.100	All San Diegan trains
UP	160.740	
MILW	160.770	
MoPac	160.410	
Run Number B-008		
MoPac	160.410	21-22
ATSF	160.650	
GTW	160.590	
GTW	160.530	
ICG (IC)	161.190	

Railroads continued

ICG (GMO)	160.920	
CR	160.800	
SP	161.550	

Run Number B-010

SCL (ACL)	160.590	81-82 Washington DC to Florida only
SCL (SAL)	161.100	87-88 Washington DC to Florida only
RF&P	161.550	317-318 Chicago to Indianapolis
RF&P disp	161.490T/161.550R	
CR	160.800	
CR	161.070	
L&N	161.370	
L&N disp	161.520T/161.370R	

Run Number B-012

CR	160.800	60-61 New Haven to Montreal only
CR	161.070	
B&M	161.400	
B&M disp	161.520T/161.400R	
CV/CN	161.205	
CV/CN	161.415	
CV/CN	160.935	
CV/CN	161.025	

Run Number B-014

CR	160.800	All locos operating in Northeast Corridor
CR	161.070	37-38-39-46-47
		40-41 New York-Phila.-Pittsburgh only

Run Number C-006

CR	160.800	19-20 Washington DC to New Orleans only
SCL	160.590	40-41 Washington DC-Pittsburgh-Chicago
Chessie	160.230	50-51 Washington DC to Chicago only
Chessie	160.320	89-90 Washington DC to Savannah only
RF&P	161.550	94-95-96 Washington DC to Newport News VA only
RF&P disp	161.490T/161.550R	
SOU	160.950	701-702
SOU disp	160.830T/160.245R	

Run Number D-200

CR	160.800	364-365-367
CR	161.070	
GTW	160.590	
GTW	160.530	
CN	161.205	
CN	161.415	
CN	160.935	
CN	161.025	

Run Number D-202

CR	160.800	Rensselaer Turbos only
CR	161.070	
CP	161.475	
CP disp	161.535	
D&H	160.590	
D&H disp	160.530T/160.590R	
CR/MTA	161.280	

Run Number D-403

AMTK	160.440	NOUPT Switch engines at New Orleans

Run Number D-404

AMTK	160.740	Switch engines at Chicago & Los Angeles
CR	160.800	
ATSF	160.650	
BN	161.100	

Run Number D-411

CR	160.800	48-49-68-69
CR	161.070	All New York, Grand Central Terminal,
CP	161.475	Albany, Rochester, Buffalo & Niagara
CP disp	161.535	Falls trains when diesel equipped
D&H	160.590	
D&H disp	160.530T/160.590R	
CR/MTA	161.280	

COMPREHENSIVE RAILROAD FREQUENCY LIST

THE BEST IS BACK. The "Compendium of American Railroad Radio Frequencies." Lists over 460 railroads, shortlines, industrials, rail rapid transit lines, tourist and museum operations. U.S., Canadian and Mexican coverage. Lists only railroads and not car owner companies and railroad motif restaurants like other rail frequency lists. Over 140 categories of frequency uses for the Santa Fe Railroad alone! Compiled by Gary L. Sturm of Extra 2200 south Magazine and Co-editor of RCMA Railroad Column, Mark Landgraf of the railroad industry and computer edited and typeset by Bill Farmer of RCMA Newsletter. Get your copy for $8.00 first class postpaid. Send to:

Mark J. Landgraf
3 Coralberry Circle
Albany, NY 12203

READER INPUT NEEDED

By the time you read this we will have run out of reader contributions for this column. We have had several months of good response but now we again need to ask for your help to fill these pages. To our regular contributors: we thank you and hope you will continue to send information. To all others: please send us descriptions of your local railroad radio activities or any other items you would like to share. We want to keep this column full of news and other railroad radio items.

Until next month, best monitoring to you all. —Gary & Bill

This column is for the exchange of space communications systems (manned or unmanned), frequency information, orbital data, hobby receiving equipment and antennas. Questions and column input pertaining to Space Communications Monitoring should be sent to:

Larry Van Horn (TN-014),1111 N. Carrier Pkwy., B-107, Grand Prairie, Texas 75050.

Greetings to all and welcome to the September 83 Space Comm. This month all kinds of material at hand so without delay on with the show.

FLTSATCOM Monitoring

Chris Davendorf, N6HVL of Below 30 Mhz fame recently wrote describing his monitor setup. Chris is using a Vanguard #407A centered on 260 Mhz. with a 160 Mhz. output. He feeds the converter signal to his Bearcat 250 with pretty good results on the FLTSATCOM 100 West bird. At his present location, signals from the Westpac birds are blocked but from his folks house on the coast Chris can hear the Westpac and Gapfiller satellites. His converter is pretty reliable from 250-270 Mhz. Chris monitors the Gapfillers transponders in the 248-249 Mhz. range Chris has also reported on possible SDS frequencies of 243.7275 and 243.8375 Mhz. Thanks Chris for the interesting report and if you get a chance I am sure the membership would like to hear about your complete satellite monitoring station including antennas.

Space Communications continued

Rich Kramer, PAØ93 also has been doing some monitoring in conjunction with FLTSATCOM activity. Rich mentioned UHF satellite buffs might want to watch for LES 9 activity on 248.860, 249.450, and 249.400 Mhz. Also Rich mentioned possible FLTSATCOM activity on 294.425 and 295.075 Mhz. Very interesting observations Rich be sure to keep us posted on any more possible frequency information.

This editor is always interested in satellite station setups. If you are currently operating a satellite monitoring post no matter what the service, drop me a note with your stations equipment description, receivers, antennas, preamps, etc. so that others might get ideas into designing their satellite setups to suit their interest.

Space Activity Report

47A	14077	Intelsat 5 F6	5/19	610	23.5	34825	181	COMSAT Xmsn: 4/6, 11/14 Ghz, and INMARISAT transponder @ 1.5 Ghz.
48A	14084	Cosmos 1464	5/24	104.9	82.9	1022	987	Standard 150 Mhz NAVSAT.
49A	14087	Cosmos 1465	5/26	93.4	50.6	547	349	Minor Military, Xmsn: Unknown
50A	14089	Cosmos 1466	5/26	89.7	64.9	367	179	Long Duration Recon satellite, Xmsn: Unknown
51A	14095	EXOSAT	5/26	5424	72.4	177723	790	X-Ray Astronomical Observatory, Xmsn: S-Band
52A	14100	Cosmos 1467	5/31	90.1	72.8	390	209	Recon satellite (Decay 6/12/83), Xmsn: Unknown
53A	14104	Venera 15	6/02	Enroute to the planet Venus, Xmsn: 922.750 Mhz.				
54A	14107	Venera 16	6/07	Enroute to the planet Venus, Xmsn: 922.750 Mhz.				
55A	14110	Cosmos 1468	6/07	89.2	82.3	283	226	Recon satellite (Decay 6/21/83), Xmsn: Unknown
56A	14112/3	Operations6432/ Debris	Initial Data Not released, Navy Ocean Surveillance mission, Xmsn: Unknown					
57A	14123	Cosmos 1469	6/14	90.1	72.8	385	207	Recon satellite
58A	14128	ECS-1	6/16	624.8	8.6	35438	179	ESA COMSAT @ 10 East Geostationary, Xmsn: 10.95-11.2, 11.45-11.7 Ghz., ESS- 12.5 Ghz., S1- 12.541 667 Ghz.
58B	14129	OSCAR 10	6/16	621.3	8.6	35607	194	Amateur Radio Phase IIIB, will be in a high Molniya type orbit, Xmsn: Beacons: Mode B- 145.810 General/ Engineering 145.987 Mode L- 436.040 General/ Engineering 436.020 Transponders: Mode B:Uplink 435.025-435.175 Mhz. Downlink 145.978-145.828 Mhz. Mode L:Uplink 1269.05-1269.85 Mhz. Downlink 436.96-436.15 Mhz.
59A	14132	STS-7	6/18	90.2	28.4	301	294	Challenger mission reentry 6/24/83- Edwards AFB, Xmsn: See Oct 82 RCMA.
59B	14133	ANIK C2	6/18	640.0	23.1	36174	285	Canadian COMSAT Xmsn: 11/14 Ghz. @ 112.5 West Geostationary
59C	14134	Palpapa B-1	6/18	661.0	25.5	37260	295	Indonesian COMSAT Xmsn: 4/6 Ghz. @ 108 East Geostationary
59F	14142	SPAS-Ø1	6/18	90.2	28.4	301	294	Shuttle Pallet Satellite with scientific experiments, Xmsn: 2060.3 Transmit/ 2237.5 Mhz. Receive

Launch rate has increased over the last month and a half with some very interesting monitoring opportunities.

OSCAR 10 Launched (Finally)

On June 16 at 1159:03 UTC ESA's Ariane L06 launched a new phase in Amateur Radio communication with the launch of Phase IIIB. At 1216:53 UTC, OSCAR 10(Orbiting Satellite Carrying Amateur Radio) was born over the Ascension Islanda. Although minor problems have developed, these are not considered major obstacles to the first kick motor firing scheduled for the first full week in July. The initial kick motor firing will last 40 seconds. This should raise the perigee to about 1000 KM and change the inclination to about 11 degrees. After firing critical ranging test will occur to determine the new orbit and the spacecraft's attitude and spin rate. After reorientation the final kick motor firing will burn to depletion of the propellants. The result should change the inclination to about 57 degrees and set the argument of perigee in the range of 180 to 185 degrees. The omni antennas will be used until final orbit is attained. OSCAR 10 will provide reliable comms for up to 16 hours a day in the Northern Hemisphere.

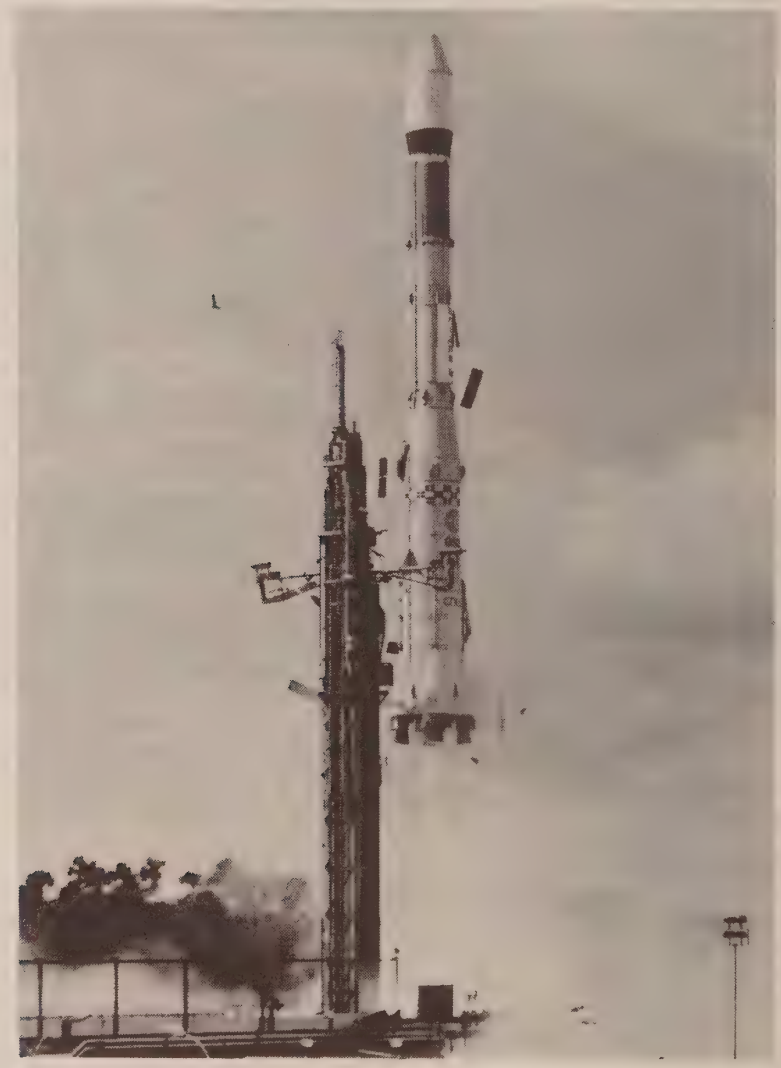
Further information can be obtained from your editir including a telemetry decoding sheet and AMSAT membership information. I am very interested in corresponding with other RCMA members actively working the satellites and the setups you use to communicate thru the Amateur Satellites. I am working on a Mode A station for the Russian AR satellites. I hope to provide details of the station to the membership soon on my station setup. WARNING: Please do not attempt Amateur comms thru OSCAR 10 till all test are complete and AMSAT has released the satellite for general Amateur use. Thank you for your cooperation.

General News

OSCAR 8 appears to have all but died. Ground station reports indicate the satellite batteries are not performing therefore comms via this ARS have been suspended. Mode A type communications (2 meters uplink/ 10 meters downlink) can still be used via the 4 active RS (Russian) satellites.

Soyuz T-9 with 2 cosmonauts aboard was launched 6/27 from Baikonur cosmodrome. As of this writing they are expected to dock with Salyut 7/ Cosmos 1443 complex within 24 hours after launch. Those wishing to monitor the flight can listen to Cosmos 1443 telemetry on 19.954 Mhz., keyed on continuously. Also occasional transmissions from Soyuz T-9 on 20.008 Mhz., and Salyut 7 on 15.008 Mhz. Voice communications from Salyut 7 can be heard on certain passes on the east coast/mid western states on 142.4 and on 121.750 Mhz (FM-70 Khz. deviation) when T-9 is occupied. Wideband (100 Khz.) telemetry is available on 166 Mhz. and in the 922-926 Mhz. range.

Ariane LO6 launch makes history by launching OSCAR 10 on June 16, 1983.



Many thanks to all who have written with comments, suggestions, articles, information, frequencies, and critizism. My hope that this column is and will continue to be the best in providing information of use to the satellite monitor enthusiast. I'd still like to hear from other members new and old that are attempting to monitor or are monitoring satellites no matter what the service. Till next month best to all from Gayle, Loyd and myself. N5FPW/WDX5FAO.

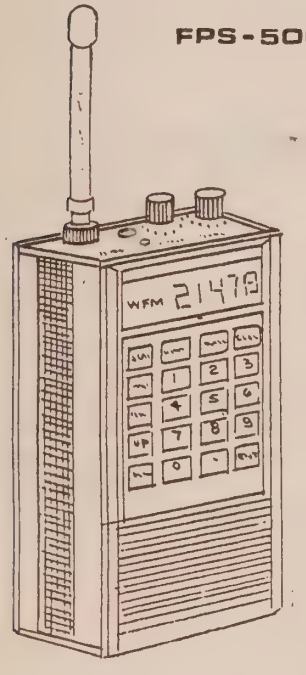
Technical Topics

Happy Davis
Technical Topics Editor

Send all equipment reviews, technical articles, technical tips, and questions on such subjects as receivers, antennas, preamps, accessory equipment, repeaters, links, tones, scramblers, non-voice data transmissions, or even computer applications for monitoring to:

FANON Programmable Scanner Monitors

Your Railroads Column editors have obtained a preliminary data sheet on the new entry by Fanon into the programmable scanner market. It has been almost two years since the Bearcat BC-100 appeared and there have been few announcements of new scanner products since then. With its continuous frequency coverage and AM capability, this new scanner should capture some interest. Let's hope it turns out to be more reliable than the BC-100. There is also a base/mobile version with the same extensive coverage. Fanon employees told us in late June that they did not yet have a definite delivery date, but they expected the units to be available around the end of summer 1983.



FPS-500 HAND HELD PROGRAMABLE SCANNER

...Monitors Police, Fire, Emergency, Weather Reports, Aircraft

Pre-Selectable Channels - 20

Program Selector Keys - 12

Scan Rate - 20 channels per second

BANDS COVERED

* 25 - 550 MHz Continuous Scanning
* Narrow Band FM - Wide Band FM
* AM

MODE SELECTORS

* Scan
* Search
* Manual
* Up & Down

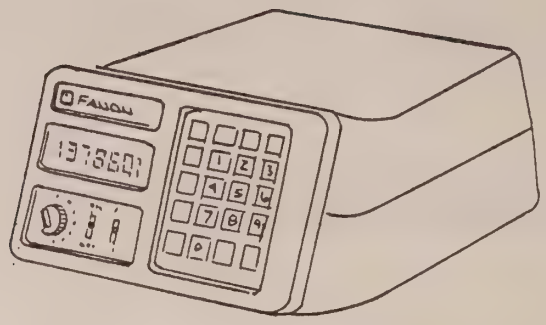
LCD MODE INDICATORS

* Channel Frequency
* Narrow Band FM
* Wide Band FM
* AM
* Priority
* 5KHz, 12.5KHz, and 25KHz Tuning Increments
* Delay
* Lockout
* Scan
* Search

POWER REQUIREMENTS

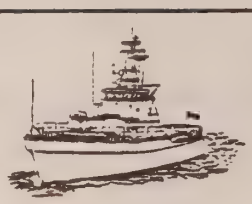
* Operates on 5-AA Batteries

FPS-600



FPS-600 BASE/MOBILE PROGRAMMABLE SCANNER

* All features same as above
* Power Requirements 13.6 Volts DC or external A.C. power supply
* AC Adapter Jack
* External Antenna Jack
* External Speaker Jack



VHF Marine

Send information, articles, frequencies and their use, and questions that relate to private, commercial, and Coast Guard VHF maritime and inland waterways radio communications to:

Emmett L. Baxter, Jr., 424 W. 22nd St., Norfolk, VA 23517

HELLO AND WELCOME TO YOUR SEPTEMBER VHF MARINE COLUMN. THE MAILBAG HAS BEEN VERY POOR THIS MONTH. I KNOW THAT SOMEBODY MUST BE LISTENING TO THEIR SCANNER.

I HAVE JUST LEARNED THAT RADIO SHACK IS INTRODUCING A NEW PORTABLE PROGRAMMABLE SCANNER. THE PRO-30 (CAT.NO.20-131) WILL BE 16 CHANNELS AND WILL SCAN THE VHF,UHF AND AIRCRAFT BANDS. ITS ASKING PRICE WILL BE $299.95. ALSO FOR YOU SHORT WAVE FANS THEY ARE INTRODUCING A DX-400 SHORTWAVE RECEIVER. BY THE TIME YOU READ THIS THE RADIOS WILL PROBABLY BE ON THE MARKET. SINCE I AM WRITING THIS ARTICLE IN EARLY JULY,I HAVE NO DETAILS ON THE ABOVE RADIOS.

NOW DOWN TO MARINE INFORMATION.THE FOLLOWING IS A LIST OF PUBLIC MARINE OPERATORS IN THE SOUTHEASTERN U.S..

SOUTH CAROLINA: CHARLESTON MARINE OPERATOR - 157.300/161.900
GEORGETOWN MARINE OPERATOR - 157.200/161.800

GEORGIA: BRUNSWICK MARINE OPERATOR - 157.200/161.800
SAVANNAH MARINE OPERATOR - 157.400/162.000

FLORIDA: JACKSONVILLE MARINE OPERATOR - 157.300/161.900
DAYTONA BEACH MARINE OPERATOR - 157.400/162.000
PALATKA MARINE OPERATOR - 157.250/161.850
COCOA MARINE OPERATOR - 157.300/161.900
VERO BEACH MARINE OPERATOR - 157.350/161.950
STUART(ST.LUCIE)MARINE OPERATOR - 157.300/161.900
WEST PALM BEACH MARINE OPERATOR - 157.400/162.000
FORT LAUDERDALE MARINE OPERATOR - 157.300/161.900
MIAMI MARINE OPERATOR - 157.250/161.850
HOMESTEAD MARINE OPERATOR - 157.350/161.950
HOMESTEAD MARINE OPERATOR - 157.400/162.000
MARATHON MARINE OPERATOR - 157.250/161.850
KEY WEST MARINE OPERATOR - 157.300/161.900
NAPLES MARINE OPERATOR - 157.250/161.850
FORT MYERS MARINE OPERATOR - 157.300/161.900

VENICE MARINE OPERATOR - 157.400/162.000
PALMETTO MARINE OPERATOR - 157.250/161.850
ST.PETERSBURG MARINE OPERATOR - 157.350/161.950
TAMPA MARINE OPERATOR - 157.300/161.900
CLEARWATER MARINE OPERATOR - 157.200/161.800
CRYSTAL RIVER MARINE OPERATOR - 157.400/162.000
CEDAR KEY MARINE OPERATOR - 157.300/161.900
PUERTO RICO: LOIZA(SAN JUAN) MARINE OPERATOR - 157.300/161.900
PONCE MARINE OPERATOR - 157.400/162.000
VIRGIN ISLANDS: ST.THOMAS MARINE OPERATOR - 157.400/162.00
ST.THOMAS MARINE OPERATOR - 157.250/161.850
BAHAMAS,B.W.I.: NASSAU MARINE OPERATOR - 157.350/161.950
****** THE FIRST FREQUENCY LISTED IS THE FREQUENCY THAT THE SHIP TRANSMITS ON. THE SECOND FREQUENCY IS THE FREQUENCY THAT THE COAST STATION TRANSMITS ON. NORMALLY YOU CAN HEAR BOTH SIDES OF THE CONVERSATION ON THE COAST STATION TRANSMIT CHANNEL.

THE FOLLOWING IS A LIST OF THE OFFICIAL MARINE OPERATOR PUBLIC CHANNELS.

CHANNEL 24	- SHIP TRANSMIT	157.200	-	COAST TRANSMIT	161.800
CHANNEL 25	- SHIP TRANSMIT	157.250	-	COAST TRANSMIT	161.850
CHANNEL 26	- SHIP TRANSMIT	157.300	-	COAST TRANSMIT	161.900
CHANNEL 27	- SHIP TRANSMIT	157.350	-	COAST TRANSMIT	161.950
CHANNEL 28	- SHIP TRANSMIT	157.400	-	COAST TRANSMIT	162.000
CHANNEL 84	- SHIP TRANSMIT	157.225	-	COAST TRANSMIT	161.825
CHANNEL 85	- SHIP TRANSMIT	157.275	-	COAST TRANSMIT	161.875
CHANNEL 86	- SHIP TRANSMIT	157.325	-	COAST TRANSMIT	161.925
CHANNEL 87	- SHIP TRANSMIT	157.375	-	COAST TRANMSIT	161.975
CHANNEL 88	- SHIP TRANSMIT	157.425	-	COAST TRANSMIT	162.025

********** CHANNEL 88 IS AVAILABLE FOR USE ONLY IN THE AREAS OF THE GREAT LAKES AND ALONG THE ST.LAWRENCE SEAWAY.
THE ABOVE LIST OF MARINE OPERATOR CHANNELS IS THE UNITED STATES VERSION.

OUR NEXT REPORT COMES FROM MIKE (MI-122).HE STATES THAT HE LIVES ON SAGINAW BAY AND ENJOYS LISTENING TO THE MARINE LIFE AROUND HIM.HE SAYS THAT THE COAST GUARD STATION AT SAGINAW RIVER USES THE FOLLOWING CHANNELS:CH. 16 (156.800),CH.21 (157.050),CH.22 (157.100),CH.23 (157.150)

ANOTHER SIDE BENEFIT TO LIVING IN THE NORTH IS THE COAST GUARDS WORK IN A DIFFERENT ENVIROMENT IN WINTER,WITH AIR BOATS TO RESCUE ICE FISHERMEN ON THE BAY IN TROUBLE WITH SHIFTING ICE.THE WINTER TRAFFIC IS ON THE SAME CHANNELS AS THE SUMMER TRAFFIC.

THE COAST GUARD CHOPPERS OUT OF SELFRIDGE ANG BASE(DETROIT) AND TRAVERSE CITY AIR STATION ALSO CAN BE HEARD ON THE ABOVE FREQUENCIES ALONG WITH 381.000 & 381.800 FOR THOSE WHO HAVE 220-400 MHZ. CAPABILITIES.

MIKE ALSO SENT IN A NEWSPAPER ARTICLE ON THE COAST GUARD UNITS ASSIGNED TO GOVERNORS ISLAND IN THE MIDDLE OF NEW YORK HARBOR.
(I WILL HAVE A REPORT ON THIS IN A FUTURE ISSUE)

A NOTE TO ALL YOU COAST GUARD BUFFS.THE COAST GUARD IS NOW TESTING A NEW 30 FOOT RESCUE BOAT THAT HAS DOUBLE THE SPEED OF THE OLD 30 FOOT PATROL BOATS.ONE IS BEING TESTED ON THE OUTER BANKS OF NORTH CAROLINA AND WAS JUST USED TO RESCUE SOME PEOPLE OFF A SAILBOAT OVER 20 MILES OUT IN THE ATLANTIC,WHEN THEIR BOAT HIT SOMETHING AND WAS SINKING;THE RESCUE WAS SUCCESSFUL.

OUR NEXT REPORT COMES FROM RON (CAN-)CONCERNING THE QUEBEC AREA OF CANADA.
COAST GUARD HELICOPTERS TO SHIPS - 122.700
CONTROL CHANNEL FOR QUEBEC - 156.550 (CH.11)
CONTROL CHANNEL FOR EAST OF QUEBEC - 156.600 (CH.12)
WORKING CHANNEL TUGS TO SHIPS - 156.300 (CH.6)
WORKING CHANNEL TUGS TO SHIPS & PILOTS - 156.500 (CH.10)
EMERGENCY CHANNEL - 156.800 (CH.16)
FERRY (QUEBEC TO LEVIS) - 156.350 (CH.7)
TUGS ADMINISTRATIVE CHANNEL - 156.900 (CH.18)
DEPT. OF TRANSPORT - COAST GUARD - 156.950 (CH.19)

VHF Marine continued

DEPT. OF TRANSPORT - COAST GUARD - 156.475 (CH.69)
MARINE TELEPHONE OPERATOR - (SHIP)-157.200/(SHORE)-161.800 (CH.24)
MARINE TELEPHONE OPERATOR - (SHIP)-157.300/(SHORE)-161.900 (CH.26)
MARINE WEATHER - 161.650 (CH.21)
REGULAR WEATHER - 162.550

RON ALSO SENT ALONG A GOOD LIST OF HIGH FREQUENCIES THAT WAS GIVEN TO HIM BY GUY (CAN-031)LISTING CANADIAN COAST GUARD FREQUENCIES AND OTHER MARINE SHORTWAVE FREQUENCIES.

FROM LARRY (MI-001) COMES THE SCHEDULES FOR THE MAFOR WEATHER BROADCASTS AROUND MICHIGAN.

THE "MAFOR" (MARINE WEATHER FORECAST)WEATHER IS USED AND HIGHLY RESPECTED ON THE GREAT LAKES. THIS BODY OF WATER HAS SOME OF THE WORST WEATHER ON EARTH AND FOR SHIPS AND PLEASURE CRAFT THAT TRAVERSE ITS WATERS THE MAFOR IS AN ABSOLUTE MUST. THOSE ON THE U.S. SIDE OF THE LAKES CAN HEAR THE MAFOR'S ON CH.22 (157.100) AND VHF MARINE TELEPHONE CHANNELS (COAST FREQ.). CHANNEL 26 (161.900) IS USED IN THE SAGINAW AND UPPER LAKE HURON AREAS, WHILE ON THE CANADIAN SIDE IT CAN BE HEARD CONTINUOUSLY ON EITHER CHANNEL 21 (157.050) OR CHANNEL 83 (157.175). THE U.S. MAFOR BROADCASTS ARE HEARD AT 12:15 & 6:15 A.M. & P.M. DURING THE BOATING SEASON.

LARRY HAS WRITTEN A LOT MORE ON MARINE LIFE IN THE MICHIGAN AREA AND IT WILL BE PUBLISHED IN FUTURE COLUMNS.

A LOT YOU READING THIS COLUMN TRAVEL DURING THE SUMMER AND TAKE A SCANNER ALONG TO KEEP UP WITH WHATS GOING ON AND TO LEARN NEW FREQUENCIES. WHY NOT DROP ME A LINE AND TELL ME WHAT YOU LEARNED ABOUT THE MARINE LIFE WHERE YOU WERE.YOUR CONTINUED SUPPORT OF THIS COLUMN IS NEEDED AND ANY INFORMATION IS APPRECIATED NO MATTER HOW LARGE OR SMALL;OR JUST DROP ME A LINE WITH A QUESTION OR COMMENT.

I HOPE TO HEAR FROM A LOT OF YOU THIS MONTH AND SEE YOU NEXT MONTH WITH ANOTHER VHF MARINE COLUMN.

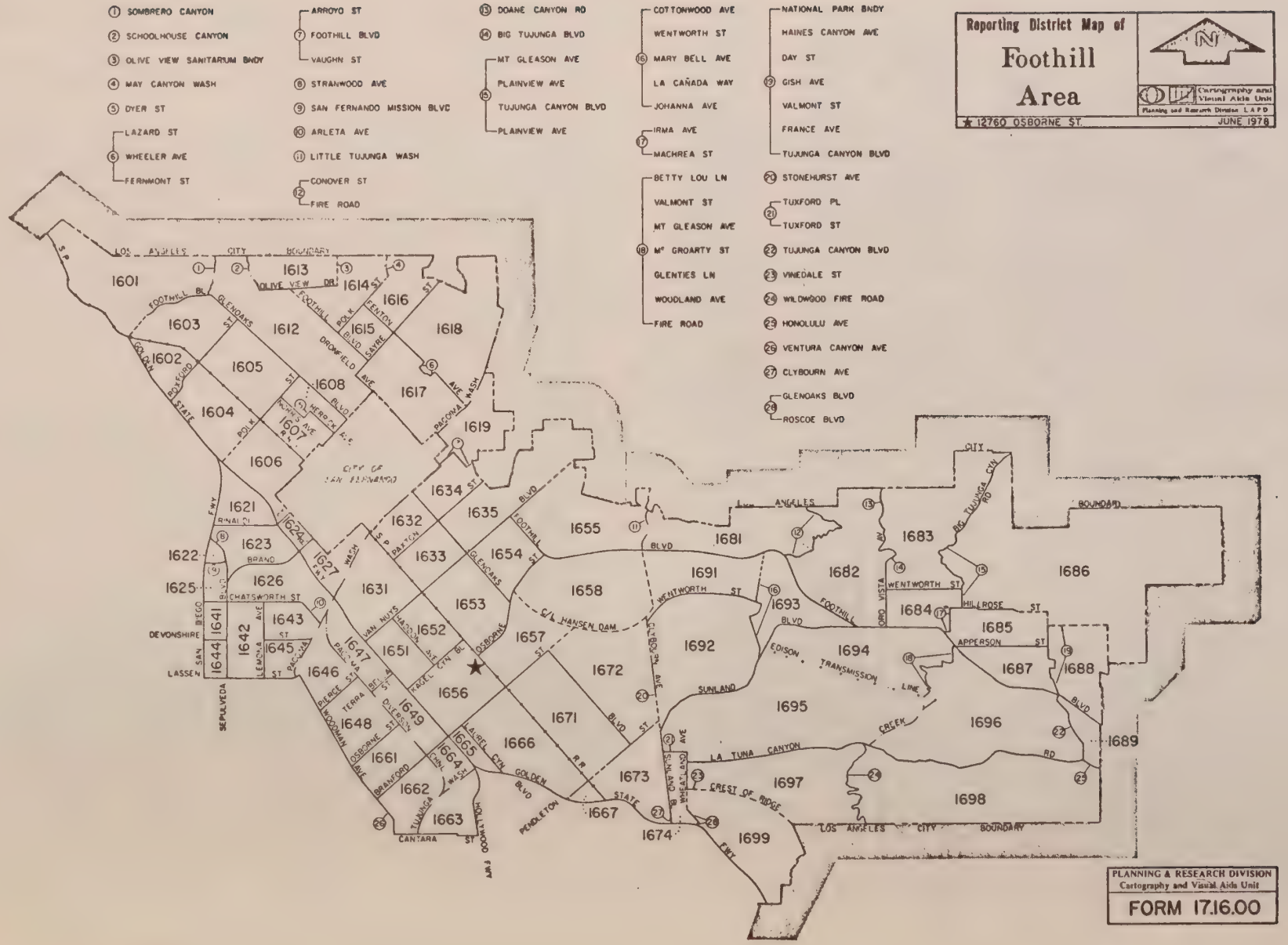
DUE TO A HARDWARE FAILURE THE JUNE MEMBERS WERE NOT AVAILABLE WHEN THE WINDOW FOR SUBMISSION TO THE NEWSLETTER CLOSED FOR LAST MONTHS RUN. WE ARE INCLUDING THEM AT THIS TIME.

R. C. M. A. NEW MEMBERS LIST
6 4 1983

CAFR005	STEVENS, DE WEESE W;1427 BARBARA;SELMA, CA 92662
CALA538	RUDOLPH, STANLEY;4621 OAKWOOD AVE;LOS ANGELES, CA 90004
CALA539	CHODROF, ARTHUR J;2805 MOTOR AVE;LOS ANGELES, CA 90064
CALA540	O'BRIEN, DANNY N;211 S SPALDING DR;BEVERLY HILLS, CA 90212
CASN008	BRITTELL, SAMUEL * ADDRESS WITHHELD BY REQUEST
CASC006	VELASQUEZ, JOSEPH;248 PLANTATION WAY;VACAVILLE, CA 95688
FL 179	SAVEDOW, JAY;1437 N ATLANTIC AVE;DAYTONA BEACH, FL 32018
FL 180	PULAGROVE, BILL AD3;VAW 33-110;NAS KEY WEST, FL 33040
IA 044	LUCHSINGER, SCOTT;BOX 694 113 KING ST;FAYETTE, IA 52142
IL 264	ABEL, ALLEN P;P.O. BOX 451;METAMORA, IL 61548
IN 080	WALKER, FLOYD B MD;1202 FOREST AVE;FT WAYNE, IN 46805
IN 081	COLLINS, JIM H;904 MIAMI TRAIL;BREMEN, IN 46506
KS 033	COCHRAN, GARY;3037 VALLEY FORGE RD APT 33;WICHITA, KS 67210
LA 037	SIERS, RONALD;315 FOXCROFT;SLIDELL, LA 70458
MI 130	KOZLOWSKI, PHILIP;31325 LOUIS DR;WARREN, MI 48093
NH 024	EMORY, ROBERT L;RFD 1 BOX 103;BARNSTEAD, NH 03218
NJ 176	PARKS, JAMES ;6-09 CHRISTIE PL;FAIRLAWN, NJ 07410
NM 013	LOPEZ, JOSEPH;1806 W TANSILL;CARLSBAD, NM 88220
NY 260	HUCH, JONATHAN A;P.O. BOX 11;HARTSDALE, NY 10530
NY 261	SCHNEIDER, FRED;2819 W 12TH ST APT 3F;BROOKLYN, NY 11224
NY 262	ZINKHAN, DONALD J;31 LINDEN BLVD;HICKSVILLE, NY 11801
OH 148	MC GUIRE, EDWARD;1102 N CENTRAL AVE;LIMA, OH 45801
OH 149	SYMINGTON, DARYLL;2129 HOWLOWAY RD;HOLLAND, OH 43528
TX 135	MORRELL, DAVID T;222 REDWOOD EST;SAN ANTONIO, TX 78209
TX 136	DICKERSON, STEPHEN W;100 E COLLINS;HENDERSON, TX 75652
VA 078	DORSEY, JOHN;1412 LAKESHORE DR;QUINTON, VA 23141
WA 051	HAGEN, NICK;18703 OCCIDENTAL ST;SEATTLE, WA 98148
WI 066	STROIKA, JAMES M;4817 N ELKHART AVE;WHITEFISH BAY, WI 53217
WI 067	KUK, JEFF;ROUTE 3 BOX 89;WAUPUN, WI 53963

R. C. M. A. NEW MEMBERS LIST
7 5 1983

CAFR006 KING, MR AND MRS R.F.;1503 W. DAKOTA AVE;FRESNO, CA 93705
CALA541 GLIP, JOHN H;21000 DEVONSHIRE ST SUITE 204;
CHATSWORTH, CA 91311
CALA542 BERARD, BRIAN;701 LARSSON ST;MANHATTAN BEACH, CA 90266
CALA543 SCOTT, THOMAS;P.O. BOX 5549;LOS ANGELES, CA 90055
CALA544 DIFORE, RICK;3756 BARRY AVE;LOS ANGELES, CA 90066
CALA545 PADILLA, HECTOR;3119 DRIGGS;ROSEMEAD, CA 91770
CAME018 TREMBLEY, HERBERT K;14 MC ALLISTER AVE;KENTFIELD, CA 94904
CARI050 ANDERSON, HAROLD P;1455 S STATE ST 65;HEMET, CA 92343
CASM029 VIALL, RICHARD W;P.O. BOX 1503;EL GRANADA, CA 94018
DC 010 DERRICOTTE, RANDOLPH C* ADDRESS WITHHELD BY REQUEST
FL 181 KING, MICKEY;201 N.W. 45 TH ST;BOCA RATON, FL 33432
FL 182 EYESTER, ROBERT;RT 1, BOX 96;ISLAMORADA, FL 33036
IL 265 CAVANAGH, RAY;24 NO CORNELL;VILLA PARK, IL 60181
IL 266 CHANDLER, VINCENT B;4516 S ELLIS;CHICAGO, IL 60653
IN 082 BILEK, BART M;1417 EARL RD;MICH CITY, IN 46360
MA 136 RIZZUTO, NICHOLLAS;14 IRVING ST;BELMONT, MA 02178
MA 137 CALDWELL, TIMOTHY W;8 LOVETT'S CT;PROVINCETOWN, MA 02657
MA 138 BARCHARD, KEVIN;350 HIGHLAND AVE APT 12;MALDEN, MA 02148
MI 131 FINCH, EARL C;P.O. BOX 53;WAYNE, MI 48184
MI 132 REECE, DALE WILLIAM;P.O. BOX 505;STERLING HIGHTS, MI 48077
MN 042 ENGER, JOHN;1022 TILLER LN;ST PAUL, MN 55112
MT 006 KUBURN, MARK A;PSC BOX 2638;MALMSTROM AFB, MT 59402
NB 012 MAXON, HOWARD L;P.O. BOX 442;GRAND ISLAND, NB 68802
NC 054 COLE, DAN W;2400-A KERSEY ST;GREENSBORO, NC 27406
NJ 177 PURN, VINCENT A;94-A MARY STREET;LODI, NJ 07644
NY 263 OAKLAND, RON;175 W 72ND ST 7G1;NY,NY 10023
NY 264 REINIGER, EUGENE;659 PARSELLS AVENUE;ROCHESTER, NY 14609
PA 187 NYGREN, ALMA R;3129 MERRITT PKWY;SINKING SPRING, PA 19608
PA 188 TETRO, RENE F;253 ARBOUR CT;N WALES, PA 19454
PA 189 SHEEHAN, FRED;12 KERN STREET;COLLINGSDALE, PA 19023
PA 190 REGALSKI, JIM;4019 CRESTWOOD DR;GIBSONIA, PA 15044
RI 023 CZEPIEL, SARAH S;59 CYNTHIA DR;N KINGSTOWN, RI 02852


1 SOMBRERO CANYON
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9 SAN FERNANDO MISSION BLVD
10 ARLETA AVE
11 LITTLE TUJUNGA WASH
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13 DOANE CANYON RD
14 BIG TUJUNGA BLVD
MT GLEASON AVE
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TUJUNGA CANYON BLVD
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WENTWORTH ST
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LA CAÑADA WAY
JOHANNA AVE
IRMA AVE
17 MACHREA ST
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MT GLEASON AVE
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GLENTIES LN
WOODLAND AVE
FIRE ROAD
NATIONAL PARK BNDY
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DAY ST
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VALMONT ST
FRANCE AVE
TUJUNGA CANYON BLVD
20 STONEHURST AVE
TUXFORD PL
21 TUXFORD ST
22 TUJUNGA CANYON BLVD
23 VINEDALE ST
24 WILDWOOD FIRE ROAD
25 HONOLULU AVE
26 VENTURA CANYON AVE
27 CLYBOURN AVE
GLENOAKS BLVD
28 ROSCOE BLVD
Reporting District Map of
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JUNE 1978
Cartography and Visual Aids Unit
Planning and Research Division L.A.P.D.
LOS ANGELES CITY BOUNDARY
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BOLTON AVE
MERRICK AVE
PACOIMA WASH
SAN DIEGO FWY
RINALDI
BRAND BLVD
CHATSWORTH ST
DEVONSHIRE
LASSEN
SEPULVEDA
LEMONA AVE
PACOIMA
VAN NUYS BLVD
PARTON ST
OSBORNE ST
L/L HANSEN DAM
KAGEL CYN DR
PIERCE ST
TERRA BELLA ST
DIVERSION ST
WOODMAN AVE
BRANFORD ST
TUJUNGA AVE
CANTARA ST
KAGEL CYN
GOLDEN STATE FWY
PENDLETON
VAN NUYS BLVD
KOSTNER AVE
SUNLAND BLVD
WHEATLAND AVE
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LA TUNA CANYON RD
EDISON TRANSMISSION LINE
BIG TUJUNGA WASH
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ORO VISTA AVE
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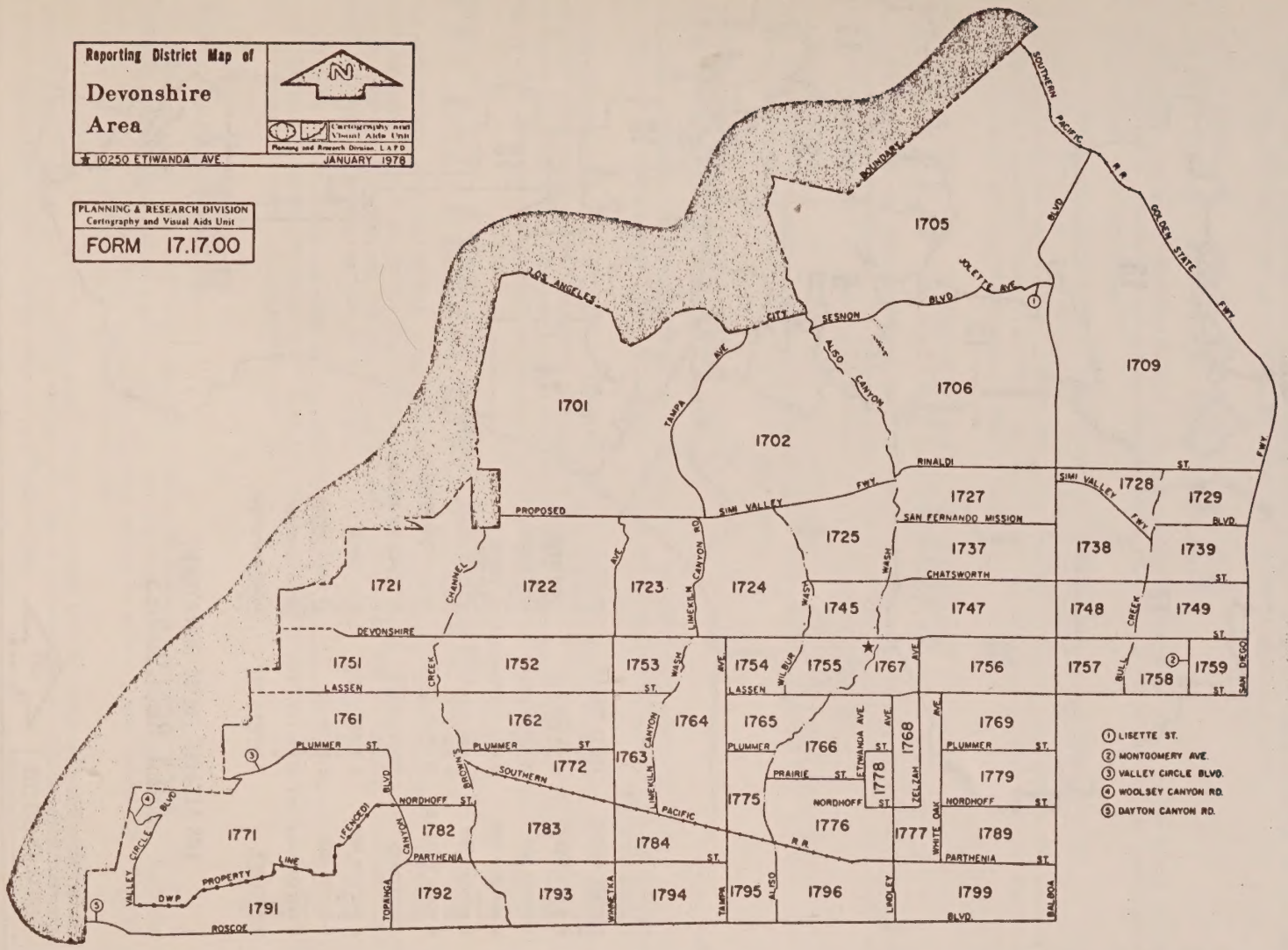
PLANNING & RESEARCH DIVISION
Cartography and Visual Aids Unit
FORM 17.16.00


Reporting District Map of
Devonshire
Area
Cartography and Visual Aids Unit
Planning and Research Division, LAPD
★ 10250 ETIWANDA AVE.
JANUARY 1978
PLANNING & RESEARCH DIVISION
Cartography and Visual Aids Unit
FORM 17.17.00
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LOS ANGELES CITY BOUNDARY
SOUTHERN PACIFIC R.R.
GOLDEN STATE FWY
LISETTE AVE.
SESNON BLVD.
ALSO CANYON
TAMPA AVE.
RINALDI ST.
SIMI VALLEY FWY
PROPOSED
SAN FERNANDO MISSION BLVD.
CHATSWORTH ST.
DEVONSHIRE
LASSEN ST.
PLUMMER ST.
NORDHOFF ST.
PRAIRIE ST.
PARTHENIA ST.
ROSCOE BLVD.
DWP PROPERTY LINE
VALLEY CIRCLE BLVD.
LEMOLI CANYON
BROWN CANYON
LIMEKILN CANYON
WILBUR AVE.
ETIWANDA AVE.
ZELZAH AVE.
WHITE OAK AVE.
WINNETKA AVE.
TOPANGA CANYON BLVD.
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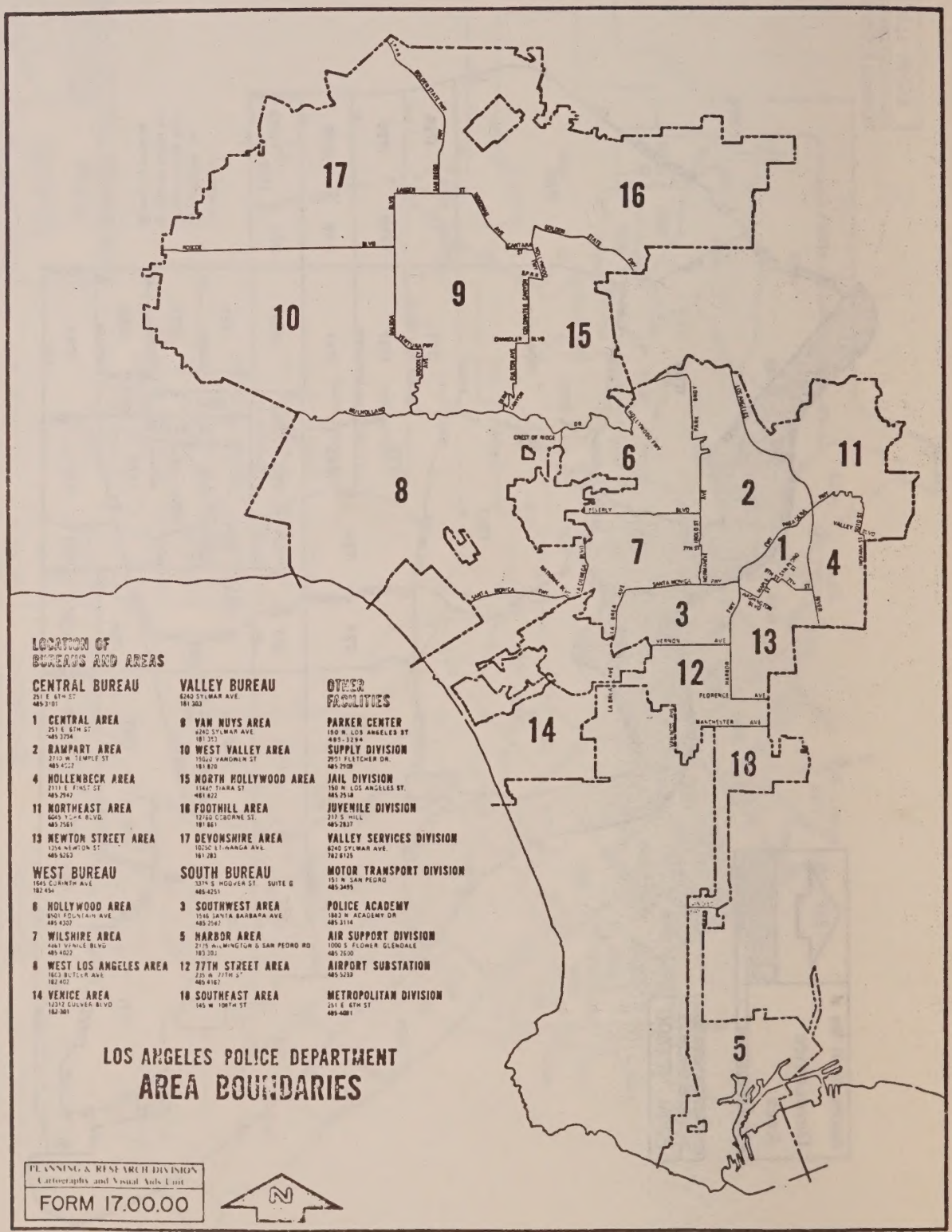
BALBOA BLVD.
SAN DIEGO FWY
1 LISETTE ST.
2 MONTGOMERY AVE.
3 VALLEY CIRCLE BLVD.
4 WOOLSEY CANYON RD.
5 DAYTON CANYON RD.



This is the last of the filler maps we have to get the number of pages to a multiple of 4. We have tried. If you have some good filler material please submit it.

MEMBERSHIP CARDS AND BADGES

RCMA has no badges, decals, or membership cards for sale or distribution. The label on your newsletter is your membership card. While other clubs may have gimmicks or commercial good deals, our 'good deal' is your newsletter. You determine its content because you write it.

MAILING PROCEDURES

The newsletter mailed each month has a cover date for the following month. This practice is followed so that the US Post Office can deliver your issue no later than the first of the month designated on the cover.

New members whose applications are received before the end of the month will begin receiving the newsletter the following month. The first issue will be dated the month after that — as described above.

RENEWAL PROCEDURES

The date printed after the membership number on your newsletter mailing label shows the last month of your current membership. It is important to renew your membership by that date, as promptness on your part ensures uninterrupted delivery of the newsletter.

Renewal checks and new membership applications received at RCMA's P.O. Box 4563, Anaheim, CA 92803 address are processed for deposit on a weekly basis. Actual computer updating is done at the end of each month. Therefore, it is possible that your check or money order can be received — and even deposited — and your next issue will contain the statement "renewal overdue" on the mailing label. This simply means that your renewal was received after the cut-off date for running updated mailing labels.

PRORATED MEMBERSHIPS

Due to postage costs and other considerations, membership applications or renewals for any sum less than the current rate are prorated accordingly. This means that the renewal date will be due in less than a year. Please do not send more money to finish the year; just renew when your prorated date comes up.

Also because of postage costs, RCMA cannot comply with member requests to supply back issues free of additional charge (see the monthly Calendar section regarding ordering of back issues). If a late renewal results in a missed issue, the newsletter can be ordered from RCMA's secretary.

ADDRESS CHANGES

MEMBER notifications of address changes are also updated at the end of each month. If this type of address change notice arrives after the cut-off date, the mailing label will not reflect the new address until the following month.

The newsletter is mailed 3rd class under a bulk mail permit. When a member's address change is supplied by the POST OFFICE (instead of by the member), the charge to the club is 25¢. Although this fee is supposed to include forwarding of an issue to the new address, the result is often simply a return of the issue to P.O. 4563. The message is clear: when you move, notify RCMA yourself. Don't wait for the Post Office to do it.

SPECIAL FREQUENCY REQUESTS

Get in touch with your local RCMA group (see monthly Calendar section for chapter listings) or use the Contact/Information Wanted column for frequencies in your area. RCMA is not yet set up for national distribution of frequencies, although ultimately, the 'big picture' could include copies of the FCC and IRAC data bases, a fast computer, and software to select and sort in any order.

Contributions of frequencies and other material must be sent to the appropriate newsletter editor. (Editors use their own discretion in printing material sent them by non-members.) Data sent to P.O. Box 4563 is always subject to delay and sometimes cannot be forwarded because of postage costs.

DISCLAIMER

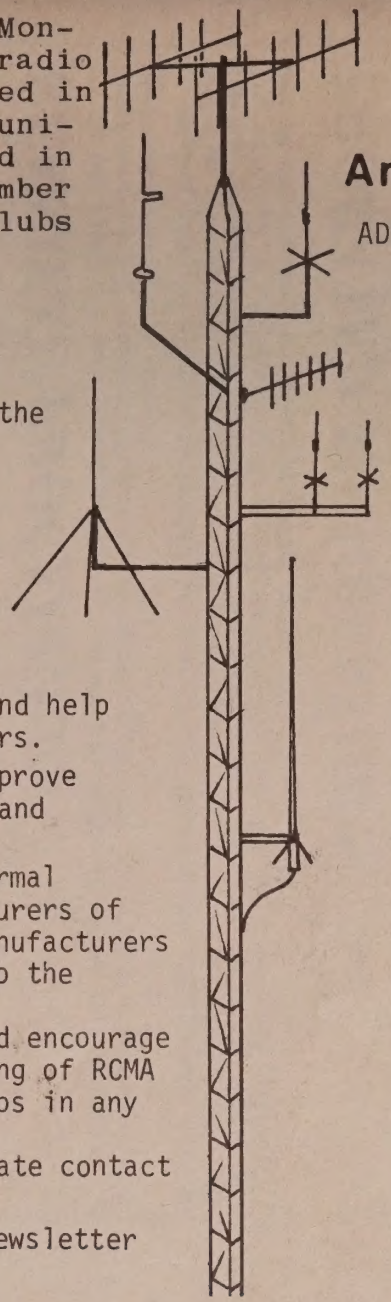
RCMA is a non-profit club for scanner enthusiasts. Neither RCMA or its newsletter are affiliated with, participate in the management of, or are responsible for, any other organization or publication. This disclaimer includes application to POLICE CALL, an annual publication put out by RCMA's good friend Gene Hughes. Queries about this publication cannot be answered by RCMA.

PLEASE REMEMBER — When writing to RCMA for any reason, include your membership number. Use it on your correspondence, checks, or money orders. RCMA tries hard to be responsive to your questions/problems. Using your membership number when you write helps us be of help to you.

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications. RCMA was founded in May 1975 and is a Full Member of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



RCMA
P.O. Box 4563
Anaheim, CA 92803

ADDRESS CORRECTION REQUESTED

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ANAHEIM, CA 92803
PERMIT NO. 397

WA 026 02/84
BAHNER, SPENCER L
PO BOX 1432
OLYMPIA, WA 98507

RUSH -- ITEMS OF NEWS VALUE
TIME VALUE